



Draft Environmental Assessment

REPLACEMENT OF THE NORTH UTICA COMMUNITY FIRE PROTECTION DISTRICT AMBULANCE BUILDING

FEMA REGION 5
FEMA-1513-DR-IL

June 2005



FEMA

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DRAFT ENVIRONMENTAL ASSESSMENT

REPLACEMENT
OF THE
AMBULANCE BUILDING OF THE NORTH UTICA, ILLINOIS
COMMUNITY FIRE PROTECTION DISTRICT

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FEMA-1513-DR-IL

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I. Introduction

1.1 Project Authority

In the early evening of Tuesday, 20 April 2004, a small cluster of five supercell thunderstorms produced 14 tornadoes across portions of north central and northeast Illinois; these tornadoes included one F3, two F2, four F1, and seven F0 on the Fujita scale¹. One of the tornadoes that were created out of the storms developed about two miles west of Granville, Illinois. This tornado moved along a 15-mile path through Granville, across the Illinois River and Interstate-39, into the Village of North Utica. It dissipated on a ridge about a ½ mile northeast of North Utica. This tornado produced F3 damage in North Utica; its maximum width through the Village was about 200 yards. Figure 1 in Appendix A shows the area of damage which occurred in the downtown area of the Village of North Utica.

As a result of the severe storms and tornados in north central Illinois, Governor Rod Blagojevich declared a four county area a state disaster area on 21 April 2004. Included in these counties was LaSalle County, in which the Village of North Utica is located. The following day, President George W. Bush declared the four counties a federal disaster, thereby making the counties eligible for federal assistance. As a result of the emergency declaration (Federal Disaster Declaration FEMA-1513-DR-IL), Federal Emergency Management Agency (FEMA) established a Sustainable Resource Recovery Office in North Utica and instituted a Sustainable Recovery Initiative designed to provide an extra measure of support for North Utica's recovery effort. As part of the recovery effort, the Utica Community Fire Protection District (UCFPD) needs to replace its ambulance building which was significantly damaged. The UCFPD has requested Public Assistance funding from FEMA to assist with the relocation and construction of a new ambulance building within an expanded Emergency Services Facility. The grant will provide Section 406 Public Assistance funding under the provisions of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (*PL 93-288*, as amended).

The following map depicts the tornado path that struck both Granville and North Utica. The tornado traveled from southwest to northeast. Note how the tornado crossed the Illinois River two times. (General information extracted from National Weather Service Chicago, IL; June 2004 reports and local news sources.)

¹ The Fujita scale ranks tornadoes based on their wind strength and potential for destruction.

F0, light, under 72 mph

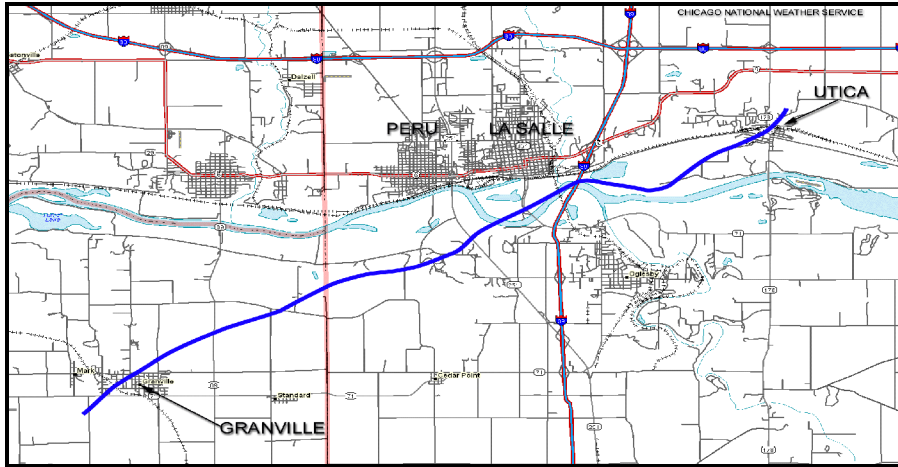
F1, moderate, 73-112 mph

F2, considerable, 113-157 mph

F3, severe, 158-206 mph

F4, devastating, 207-260 mph

F5, incredible, 261-318 mph



In accordance with the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR 1500 – 1508), and FEMA regulations for NEPA compliance (44 CFR 10), FEMA must fully understand and consider the environmental consequences of actions proposed for federal funding.

The purpose of this Environmental Assessment (EA) is to provide information on the potential environmental impacts for the replacement and/or relocation of the UCFPD Emergency Services Facility, to meet FEMA's responsibilities under NEPA, and to determine whether to prepare an Environmental Impact Statement (EIS) or if a Finding of No Significant Impact (FONSI) can be concluded.

1.2 Project Description

The UCFPD's ambulance building, located at 202 Church Street, was damaged by the F3 category tornado. The building was a wood frame, gable-roofed building of approximately 1,025 square feet. The damage that was incurred was greater than 50 percent of the value of the structure; the building was determined to be unsafe and required demolition. The UCFPD must replace the ambulance building and is proposing to consolidate the ambulance facility with its fire suppression facility into a new Emergency Services Facility.

The UCFPD is completely voluntary and provides both fire suppression services and emergency medical services. Historically, these two services have operated from two separate locations. The ambulance building (currently demolished) was located at 202 Church Street. The Fire Department, currently operational, is located at 214 Mill Street.

The UCFPD provides fire suppression and emergency medical response services to an area of approximately 105 square miles (the Village of North Utica has a land area of 1.5 square miles)

that encompass all or portions of five townships in LaSalle County. The UCFPD serves a year-round resident population of approximately 5,000 persons. They also provide services to the Illinois River, Illinois and Michigan (I & M) Canal area, US Army Corps of Engineers Lock & Dam Facility, Starved Rock State Park, portions of two Interstate highways (I-39 and I-80), three major arterial highways (Illinois Route 178, Illinois Route 71, and US Route 6), grain and barge facilities, several trucking firms, several quarries, one length of CSX Railroad freight tracks, and a large amount of farmland. The UCFPD Boundaries can be found as Figure 2 (Appendix A). Their yearly response ranges from 150 to 200 for fire calls and 250 to 300 for ambulance calls. The UCFPD responses in 2003 were 167 for fire calls and 280 for ambulance calls (Details of the UCFPD responses are provided in Table 1, Appendix A). Detailed response information is not included for 2004. Summary information for 2004 reported to the UCFPD Trustees and released to the local newspapers stated fire suppression calls was 138 (34 motor vehicle accidents, 13 mutual aid, 2 Haz Mat & 26 medical assists). The EMS (ambulance) calls were 263 (128 calls in District, 93 Out of district patients). The number of yearly response calls have been increasing because of the population increases and shifts in the area. Increases in response calls can also be attributed to the UCFPD Mutual Aid agreements with neighboring fire protection districts of Oglesby, Naplate, Ottawa, LaSalle, Peru, Serena, and Mendota. In addition, the UCFPD cooperates on the wider mutual aid system, the Mutual Aid Box Alarm System (MABAS); this consists of hundreds of fire departments in Illinois and southern Wisconsin that are available to provide equipment to the scene of fires, accidents, disasters, and homeland security situations. The MABAS was recently adopted statewide in Illinois.²

In order to provide these services, the UCFPD is proposing to build a new Emergency Services Facility which will consist of both a fire station and an ambulance facility. This Emergency Services Facility will consolidate the fire suppression and emergency medical services into one single facility at one location.

The relocated and improved Emergency Services Facility would be sited on a parcel of land donated to the UCFPD for this use and identified in *The Utica United Recovery Plan*³. The parcel was part of a subdivision that was approved by the Village of North Utica Town Council in August of 2004; the property is currently in agricultural use. The parcel has a total area of 1.26 acres, of which 0.158 acres is dedicated right-of-way to the Village of North Utica for roadway (Illinois Route 178) purposes. The net remaining area on the parcel is 1.102 acres. The parcel is presently zoned as C-2 (Highway Commercial District), which allows for any use permitted in the C-1 zone, including public or institutional uses. This zoning allows for the construction and operation of the Emergency Services Facility.

The proposed Emergency Services Facility site is approximately 1.5 miles north, along Illinois Route 178, from the center of the Village of North Utica. The property is located outside the 100-year and 500-year floodplains. A new UCFPD Emergency Services Facility that provides for both fire suppression and ambulance services in one central location would enhance the communication and response capability of the UCFPD.

² From conversations and meeting with the UCFPD Trustees Mike Payne & Bill Wujek and Fire Chief Dave Edgecomb (11 November 2004 and 25 May 2005).

³ *The Utica United Recovery Plan*; FEMA, Washington, DC, July 2004

1.3 *Project Location*

The UCFPD ambulance building was located at 202 Church Street in North Utica, Illinois 61373; in Utica Township, LaSalle County; Latitude 41.34161 degrees north, Longitude -89.01 degrees west. North Utica can be reached from Ottawa, Illinois, the LaSalle County seat, by traveling west 9 miles on Interstate-80 to Exit 81 (Illinois Route 178), south on Illinois Route 178 for 2 miles to the Village of North Utica, continuing south on Illinois Route 178 to Church Street, and traveling east 1½ blocks to the site of the demolished ambulance building. A Project Location Map showing North Utica, IL can be found as Figure 3 (Appendix A). Figure 4 (Appendix A) is a United States Geological Survey (USGS) topographic map of the area.

1.4 *Purpose and Need*

The objective of FEMA's Public Assistance Program is to assist the community in recovering from damages caused by disasters. The purpose of the action presented in this EA is the replacement of UCFPD's destroyed ambulance building. The need is to provide a facility that meets the critical emergency, medical, and response needs for the protection of human life for the residents within the UCFPD.

The F3 category tornado severely damaged the UCFPD's ambulance building. The ambulance building accommodated two ambulances, which also incurred body and equipment damage. The building office, equipment storage, and bathrooms were damaged beyond repair. A significant amount of equipment, an integral part of the ambulance and Emergency Medical Technician (EMT) staff's supplies, were damaged or compromised and subsequently destroyed.

The need for the proposed project is to replace the ambulance building in order to adequately house the two ambulances, an office, a bathroom, medical equipment, and medical supplies in order to meet the emergency, medical, and human safety needs provided by the UCFPD. The facility presently is an all volunteer facility; conversion to a full-time, on-duty staff is not currently planned. There are, however, long-range plans being considered for the UCFPD to utilize four persons (paid) to cover on-duty dispatch daily.

The Village of North Utica, with a population of 977 persons (*Census 2000*), is situated in the west central portion of LaSalle County, Illinois with a county population of 111,509 persons (*Census 2000*). The Village is located between three major cities; it is located approximately nine miles west of the City of Ottawa, Illinois, the LaSalle County seat, and five miles east of the twin Cities of LaSalle and Peru, Illinois. The surrounding land is primarily agricultural, with the recreational facilities of the Illinois River and Starved Rock State Park located approximately two miles to the south.

The resident agricultural and Village population of the district served by the UCFPD is approximately 5,000 persons. In addition to this resident population, the UCFPD serves the emergency medical needs for recreational boaters on the Illinois River, hikers along the I & M Canal towpath trail, and the traveling public along a seven mile length on each of two interstate freeways (Interstate-80 and Interstate-39). The UCFPD also serves the industrial operations of adhesives manufacturing, and the limestone, silica sand, and gravel industry in the UCFPD. In addition, the UCFPD provides the necessary vital medical emergency services for an ever increasing and variable seasonal, tourist, recreational, and visitor population for Starved Rock

State Park. Starved Rock State Park has more than 1.8-million persons annually, with as many as 50-thousand vehicles per day visiting on a peak fall-color weekend [Estimate 2003, by The Illinois Department of Natural Resources (IDNR)]. Additionally, new development is being planned or committed at a steady rate with the Grand Bear Lodge/Water Park and the Deer Park residence (condo-rental development) nearing completion immediately to the south of the Village. The daily occupancy of the Grand Bear Lodge/Water Park is anticipated to be approximately 500 people, of which a majority will be children. This water park development increases the daily year-round resident population of the UCFPD by approximately ten percent.⁴

The CEQ has developed regulations for implementing the NEPA. These federal regulations, set forth in *40 CFR Parts 1500-1508*, require an evaluation of alternatives and a discussion of the potential environmental impacts of a proposed federal action as part of the Environmental Assessment (EA) process. The FEMA regulations, which establish FEMA's process for implementing NEPA, are set forth in *44 CFR Subpart 10*. This EA was prepared in accordance with FEMA's regulations as required under NEPA. As part of this NEPA review, the requirements of other environmental laws and executive orders are addressed.

1.5 Existing Facility

The ambulance building belonging to the UCFPD no-longer exists; it has been demolished as a result of the tornado damage it sustained. The property remains vacant. Currently, the two ambulances owned by the UCFPD that were previously housed at the site are located and housed in the UCFPD fire station at 214 Mill Street. Although the fire station sustained some damage from the tornado, the fire station has been repaired. In order to accommodate the two ambulances at the fire station, one of their fire-fighting vehicles, a tanker truck, must be parked outside. This provision for housing the ambulances for emergency medical services has a potential impact to the fire-fighting ability of the UCFPD. If the fire fighting tanker remains outside during the winter, there is the potential for water stored in the tanker to freeze. In order to avoid freezing during the winter of 2004/2005, the tanker was stored in the neighboring Fire Protection District of LaSalle. This arrangement has the potential to cause delays in response time. Off-site winter storage was made available as a temporary and interim solution. Additionally, the fire suppression, personnel transport, and emergency medical response vehicles must be either parked in tandem within the existing fire station building or outside. If parked inside in tandem, these vehicles are required to be moved out-of-the-way to access the vehicles parked toward the back of the building. This arrangement of vehicles has the potential to increase fire and emergency response times. Historically, response times have been approximately three minutes.⁵

Photographs which show the damaged ambulance building, the existing fire station facility presently being used, and the tanker truck parked outside at the rear of the fire station can be found in Appendix B - Photographs.

⁴ *Op. cit.*, *Conversations and meeting with the UCFPD*.

⁵ *Ibid.*

II. Alternatives

Guidance is given in *40 CFR 1502.14* regarding NEPA's requirement for an alternative analysis that includes:

“(a) Rigorously explore and objectively evaluate all reasonable alternatives, and or alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.”

Per *40 CFR 1502.14*, a No-Action Alternative must also be included.

Coordination began early between FEMA, the officials for the Village of North Utica, and the UCFPD to develop feasible alternatives. As a result of continuing coordination and review of suggested solutions, only those alternatives deemed reasonable in their ability to fulfill the purpose and need were carried forward for detailed analysis that led to the eventual choice of a preferred alternative.

The following section discusses the considered feasible alternatives that would provide for the purpose and need, and a brief description of those alternatives that were eliminated as unfeasible.

2.1. No-Action Alternative

The No-Action Alternative consists of not replacing the UCFPD ambulance building. This alternative would result in there being no structure available to house the ambulances and emergency medical response services. The ambulances and emergency medical services would continue to operate out of the UCFPD's fire station.

The existing fire station facility is inadequate to accommodate the additional space required for the two ambulances and their support facilities' needs, along with the fire suppression vehicles and their support facilities and equipment. This combined arrangement of emergency operations in limited available space, if left to continue beyond this temporary situation, would have an adverse affect on the efficient provision of emergency medical services and fire suppression for the protection of human life and property.

This No-Action Alternative does not fulfill the purpose and need of the project. Further discussions related to this alternative will refer to it as the *No-Action Alternative*.

2.2 Build Alternatives

2.2.1 Relocate and Provide Improved Satellite Facility (Preferred)

This alternative consists of construction an Emergency Services Facility that would consolidate the fire suppression and emergency medical services into one single facility. The Emergency Services Facility would be located approximately 1.5 miles north of the downtown district of North Utica, along Illinois Route 178. The property is outside the 100-year and 500-year floodplains. The parcel is presently zoned as C-2 (Highway Commercial District), which allows for any use permitted in the C-1 zone, including public or institutional uses. This zoning allows for the construction and operation of the Emergency Services Facility. Figure 5 (Appendix A) identifies the location of the proposed Emergency Services Facility. Figure 6 (Appendix A) shows ground level photographs.

The facility would be an American Disabilities Act (ADA) compliant accessible structure. The structure is a pre-engineered, steel building with composed of a ground level and mezzanine. The ground floor would accommodate five long bays for the fire fighting apparatus; two shorter bays for ambulances; a hose tower, offices, meeting room, watch / radio communications (dispatch) room, lounge, kitchen facilities, bathrooms, and equipment storage rooms and a vault type room for records storage would also be incorporated into the building design. The mezzanine level would provide attic space, storage, space for an air compressor, and a mechanical room for the building heating, ventilation, and electrical distribution systems. There would be adequate space for outside automobile parking at the rear of the building which would accommodate approximately forty vehicles; marked handicapped spaces would be included. A parking lot of forty spaces is necessary in order to accommodate the 27+ paid on-call firemen during responses, as well as provide room for parking during required training sessions for the junior fire fighters program of 15 to 18 years olds and for sufficient parking to accommodate district residents' attendance at the UCFPD required meetings. The Plat of Survey for the property is shown as Figure 7, in Appendix A.

This alternative would result in the removal of the existing fire station facilities from its current location on Mill Street, which is within a mapped 100-year floodplain. A new UCFPD Emergency Services Facility would provide for both fire suppression and ambulance services in one central location outside of the 100-year and 500-year floodplain. The combined facility would enhance the communication and response capability of the UCFPD. Currently, whenever the UCFPD responds to an emergency requiring a fire suppression vehicle, an ambulance is automatically sent with it. Whenever a fires suppression vehicle is required in the rural areas within the district, an ambulance is sent with it. By combining the ambulance facility with relocation of the fire station into an Emergency Services Facility, the UCFPD can more efficiently respond to emergencies. For this reason, this alternative is supported by the UCFPD as the preferred alternative. FEMA funding, however, is only be available for the ambulance portion of the Emergency Services Facility. The Village of Utica would have to identify an additional funding source for the additional space required for the fire suppression facilities.

Further discussions related to this alternative will refer to it as the *Relocate and Provide Improved Satellite Facility Alternative*.

2.2.2 Relocate and Replace-in-Kind

This alternative consists of construction of a new ambulance building at a new location. The ambulance building would be located at the same property being considered for the Emergency Services Facility located 1.5 miles north of the downtown district of North Utica, along Illinois Route 178. The property is outside the 100-year and 500-year floodplains. The parcel is presently zoned as C-2 (Highway Commercial District), which allows for any use permitted in the C-1 zone, including public or institutional uses. This zoning allows for the construction and operation of an ambulance facility.

The facility would be an approximately 1025-square-foot, one-story building with two ambulance bays, an office, an emergency service record and equipment storage area, and restroom facilities. The existing fire station on Mill Street would remain and continue to provide fire suppression services as it does presently. This alternative would restore the original

separation of ambulance and fire suppression operations. The increased distance (approximately 1.5 miles) between the new ambulance building and the district fire station complicate communications and coordination between the two services. With current modern communication technology advancements, coordination difficulties experienced over the past years should be considerably reduced or eliminated, and a more efficient and responsive UCFPD for emergency medical and fire suppression services should evolve.

Further discussions related to this alternative will refer to it as the *Relocate and Replace-in-Kind Alternative*.

2.2.3 Relocate to the Utica Elevator Warehouse

This alternative consists of refurbishing an existing structure, the Utica Elevator Warehouse, into a facility that can accommodate the ambulances and emergency medical facilities. The Utica Elevator Warehouse is located on the east side of South Clark Street (Illinois Route 178) immediately south of the downtown area and the I & M Canal; it is adjacent to and south of the Utica Elevator Company building.

This alternative would involve renovation of an existing building structure. The facility would also have sufficient space for an expanded or relocated fire station, as future needs may dictate. This building site is outside of the 100-year and 500-year floodplain. Figure 8 (Appendix A) shows the Utica Elevator Warehouse location aerial view. Figure 9 (Appendix A) shows ground level photographs of the Utica Elevator Warehouse facility.

Further discussions related to this alternative will refer to it as the *Relocate to Utica Elevator Warehouse Alternative*.

2.3 Preliminary Alternatives Eliminated from Further Consideration

2.3.1 Re-Build on the Previous (Existing) Site

This alternative consists of reconstructing the ambulance facility at 202 Church Street, at the same location it was housed at prior to the tornado. The new structure would be an approximately 1025-square-foot, one-story building with two ambulance bays, an office, an emergency service record and equipment storage area, and restroom facilities. The location would be within the 100-year floodplain (FEMA Flood Insurance Map No. 17099C0484 E).

Rebuilding the ambulance building within the 100-year floodplain would place essential emergency medical response services within an area that is prone to flooding. This action would compromise the effectiveness of emergency medical services during flood events since the facility could be flooded or become difficult to access due to surrounding floodwaters. FEMA funding is not available for reconstruction of facilities within the 100-year floodplain if there are practicable alternatives available. Also, the ambulance building is a critical government facility for the UCFPD with regards to medical equipment; FEMA funding would therefore not be available for reconstruction within the 500-year floodplain if practicable alternatives exist. This alternative was therefore removed from further consideration as not being practical or economically reasonable.

2.3.2 Build on Existing Site Elevated Above the 100-year Floodplain

This alternative consists of reconstructing the ambulance facility at the existing site on an elevated pad constructed above the 100-year floodplain. The new structure would be an approximately 1025-square-foot, one-story building with two ambulance bays, an office, an emergency service record and equipment storage area, and restroom facilities.

Rebuilding the ambulance building within the 100-year floodplain would place essential emergency medical response services within an area that is prone to flooding. This action would compromise the effectiveness of emergency medical services during flood events since the facility could become difficult to access due to surrounding floodwaters. FEMA funding is not available for reconstruction of facilities within the 100-year floodplain if there are practicable alternatives available. Also, the ambulance building is a critical government facility for the UCFPD with regards to medical equipment; FEMA funding would therefore not be available for reconstruction within the 500-year floodplain if practicable alternatives exist. This alternative was therefore removed from further consideration as not being practical or economically reasonable.

III. Affected Environment and Environmental Consequences

This section addresses specific information related to environmental resources, sensitive issues, locations of interest, obstructive features, avoidance measures, and impacts that cannot be avoided. Tabular data are included to provide a more comprehensive picture and understanding of the issues and alternative courses of action available for the replacement of the UCFPD ambulance building. Environmental resource issues and areas identified as potentially impacted by the proposed action, or that require discussion pursuant to applicable laws and regulations, are addressed in this section. Proposed mitigation is referenced and/or discussed within the respective environmental issue area.

The former ambulance building was located on Church Street, near Mill Street, in the historic district of downtown North Utica, Illinois. The original ambulance building (being less than 50 years old) was a non-contributing structure to the Utica Downtown Historic District. There is no feasible alternative course of action that involves replacement of the ambulance building at its previous location because of this location being within a mapped 100-year floodplain. Locating the ambulance building in either the 100-year or 500-year floodplains is not acceptable. Therefore, the original Church Street location will not be specifically addressed in existing conditions of the affected environment.

Two Build Alternative courses of action, *Relocate and Provide Improved Satellite Facility* and *Relocate and Replace-in-Kind*, involve replacing the ambulance facility at the same location on the west side of Illinois Route 178, south of US Route 6. One Build Alternative course of action, *Relocate to the Utica Elevator Warehouse*, involves placing the facility south of (but near) the downtown business area. The property for this alternative is located east of South Clark Street along Illinois Route 178, to the south of the I & M Canal, and south of the Utica Elevator Company building. All of these Build Alternative sites result in replacing the ambulance building outside of the 100-year and the 500-year floodplains.

3.1 Physical Environment

3.1.1 Topography and Soils, Seismicity

Topography

Continental glaciers covered LaSalle County during three of the four major glacial stages of the Pleistocene era. Glacial drift extends to depths of 500 feet in the northwest, to as shallow as 50 feet in other areas of the county. Windblown silt covers much of the area, with depths from 2.5 to 10 feet thick. The general project area is characterized with glacial till covered by grass-covered stretches of rolling prairie, wooded areas, and extensive wetlands surrounding the Illinois River Valley between the valley bluffs. The bluff area transitions from the river to uplands on the north and south through gently sloping topography, to become predominantly level terrain used for agriculture or development. The general topography is depicted with Figure 4, USGS Topographic Map (Appendix A).

Seismicity

The project area is located in north-central Illinois, east of the La Salle monocline, which is southwest of the Sandwich Fault Zone [ISGS-Nelson]⁶. The area is identified as being in the lower hazard zone (2-4%g)⁷ for ground shaking as indicated in Ground Shaking Hazards of Earthquakes (Figure 10, Appendix A). Figure 11 (Appendix A) shows the peak acceleration (%g) with 2% probability of exceedance in 50 years, as identified in the zone of 8 – 10%g. Generally, the earthquake frequency expected in the entire State of Illinois [ISGS EGN 133, USGS] is approximately: for a magnitude of 3, one per year; for a magnitude of 4, one in four years; for a magnitude of 5, one in 20 years.

The most recent Illinois earthquake is identified by location in Figure 12, Illinois – Recent Earthquakes (Appendix A). This earthquake occurred 26 June 2004 at 06:10:51 UTC (1:10:51 AM CDT)⁸ and had a magnitude 4.2. It was documented by the USGS, National Earthquake Information Center World Data Center for Seismology, Denver. It occurred generally north of North Utica, at a location approximately 15 kilometers (10 miles) NNW of Ottawa, Illinois, at a depth of approximately three miles.

3.1.1.1 No-Action Alternative

The *No-Action Alternative* would not impact the topography or soils; it would not be impacted by seismicity.

3.1.1.2 Relocate and Provide Improved Satellite Facility (Preferred)

As proposed, this alternative would occupy a 1.26-acre site that is flat and composed of soils that were developed under native prairie vegetation. The soil at the site is Elburn silt loam, a dark colored and somewhat poorly drained soil. It has moderate permeability, with slow to moderate surface runoff.

Due to the location of the site within a lower hazard zone, the building is not required to have any special earthquake protection by the 1977 Uniform Building Code. However, the proposed building is a pre-engineered, steel structure that is designed to the Zone 1 earthquake protection.⁹

Prior to building, the following conditions and mitigation measures must be met in order to protect environmental resources.

⁶ http://www.isgs.uiuc.edu/earthquakes/appgeophys_eq_maps.htm

⁷ **G** or **g** is the force of gravity (an acceleration of 9.78 meters/second²). When there is an earthquake, the forces caused by the shaking can be measured as a percent of the force of gravity, or percent g.

⁸ **UTC** - Coordinated Universal Time (UTC), also referred to as Greenwich Mean Time (GMT), World Time, or "Zulu", is an international time scale used in astronomical and aviation publications, weather products, and other documents. UTC uses 24-hour (military) time notation and is based on the local standard time on the 0° longitude meridian which runs through Greenwich, England. Midnight in Greenwich corresponds to 00:00 UTC, noon corresponds to 12:00 UTC. For persons west of the zero meridian to the International Date Line (which includes all of North America), hours are subtracted from UTC to convert to local time. Example: Central Standard Time (CST) is -6; Central Daylight Saving Time (CDT) is -5.

⁹ *Op. cit.*, Earthquake Design Manual for Low Rise Building Structures (based on the 1997 Uniform Building Code) by International Conference of Building Codes

- § A site specific geotechnical investigation would be necessary to provide soil and structural information for design and construction of the facility, in order to comply with criteria identified in the Uniform Building Code¹⁰.
- § Under the National Pollution Elimination System (NPDES)¹¹ storm water program, compliance with the NPDES General Construction Permit is required for construction activities disturbing (exposing) more than 1.0 acre of soil. The State of Illinois is the NPDES permitting authority¹².
- § Construction at the site will require a NPDES permit and mitigation consisting of the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP)¹³. The plan will incorporate measures recommended in the site specific geotechnical report prepared for the project. Best management practices (BMPs)¹⁴ will be followed for temporary and permanent erosion and sediment control with appropriate monitoring and maintenance to ensure effectiveness. To minimize affects to the maximum extent practicable from soil erosion and sedimentation, standard BMPs that may be included are: 1.) The Contractor will direct all storm water runoff that originates on disturbed areas associated with the project through one or more measures that will minimize the offsite sediment impacts of the construction activity. 2.) Upon completion of grading or construction, the area shall be stabilized using one or more of the following: temporary seeding of exposed soils, groundcover, mulching or other approved measures; installation and maintenance of stabilized slopes; and hay bales and/or excelsior logs, silt fences, and ditch checks to reduce runoff velocities to adjoining properties. 3.) Disturbed areas are to be protected from erosion in a timely manner. 4.) Exposed stockpiling of soil is to be covered to prevent fugitive dust and airborne surface erosion particulate into and through the watershed. 5.) Following completion of construction, or as soon as it is practicable, any bare soils (including ditches and swales) will be permanently vegetated to prevent future soil erosion.
- § Specific to the site preliminary construction plans and specifications dated January 17, 2005, the Grading Plan (Storm Water Management) detailing “Erosion Barrier”, “Inlet and Pipe Protection”, and “Stabilized Construction

¹⁰ 2003 International Building Code, by International Conference of Building Codes. Note: The State of Illinois does not have an adopted statewide building code.

¹¹ Title 33 US Code Chapter 26 [33 USC 1251 et seq.] Federal Water Pollution Control Act (Clean Water Act), as amended through PL 107-303, November 27, 2002.

¹² General NPDES Permit No. ILR40, Illinois Environmental Protection Agency in compliance with the provisions of the Illinois Environmental Protection Act, the Illinois Pollution Control Board Rules and Regulations [35 Illinois Administrative Code, Subtitle C, Chapter 1] and the Clean Water Act (CWA).

¹³ A storm water pollution prevention plan (SWPPP) is a fundamental requirement of storm water permits. A SWPPP:

- § identifies all potential sources of pollution which may reasonably be expected to affect the quality of storm water discharges from the construction site
- § describes practices to be used to reduce pollutants in storm water discharges from the construction site, and
- § helps assure compliance with the terms and conditions of the permit (when the plan is designed for the individual site, and is fully implemented)

¹⁴ The “Storm Water Pollution Prevention Plans for Construction Activities” manual provided detailed guidance on the identification of (BMPs) for construction activities and the development of (SWPPPs). See USEPA publication SWPPP (EPA 832-R-92-005).

Entrance” shall be in accordance with Illinois Department of Transportation (IDOT) Standards.¹⁵

If the above conditions are adopted, implemented and met, the *Relocate and Provide Improved Satellite Facility* alternative would not have adverse affect on the topography or soils.

The *Relocate and Provide Improved Satellite Facility* alternative would not be impacted by the seismicity of the area.

3.1.1.3 Relocate and Replace-in-Kind

The location of the *Relocate and Replace-in-Kind* alternative is at the same location as the *Relocate and Provide Improved Satellite Facility* alternative. The issues and mitigation associated with construction, operation, and maintenance of ambulance facility only would therefore be the same as discussed above in Section 3.1.1.2, except that the disturbed area will be 0.50 acres less in size. The same conditions as described above for the *Relocate and Provide Improved Satellite Facility* would be required, since this alternative would involve land disturbance of the entire 1.26 acres for grading or landscaping.

If the above conditions are met, the *Relocate and Replace-in-Kind* alternative would not have adverse affect on the topography or soils.

The *Relocate and Replace-in-Kind* alternative would not be impacted by the seismicity of the area.

3.1.1.4 Relocate to the Utica Elevator Warehouse

The location of the *Relocate to the Utica Elevator Warehouse* alternative is on a relatively level area just south of the I & M Canal, on soils associated with the Illinois River and Fox River bottomlands. The two types of soil at the Utica Elevator warehouse site are Channahon silt loam and Millsdale silty clay loam. Both soils are dark colored and developed over limestone bedrock under native prairie vegetation or native marsh grass vegetation. Their permeability is moderate to moderately slow. The surface runoff is moderate to slow to ponded.

Due to the location of the site within a lower hazard zone, the building is not required to have any special earthquake protection by the 1977 Uniform Building Code. The existing warehouse would be modified to accommodate the ambulance facility, but earthquake protection would not be included.

The use of this property involves rehabilitating an existing building; minimal grading activities of the soil (less than 1.0 acres of disturbance) will occur because this site is already developed. To minimize impacts, standard BMPs will be used to the maximum extent practicable to prevent pollution from soil erosion and sedimentation. Storm water runoff will be directed away from any disturbed areas, and sediment on the site will be

¹⁵ Standard Specifications for Road and Bridge Construction, January 1, 2005, IDOT

trapped using standard BMPs for practicable erosion and sediment control.¹⁶ The issues and mitigation associated with construction, operation, and maintenance of an ambulance facility would therefore be the same as applicable to those discussed above in Section 3.1.1.2.

If the above conditions are met, the *Relocate to the Utica Elevator Warehouse* alternative would not have adverse affect on the topography or soils.

The *Relocate to the Utica Elevator Warehouse* alternative would not be impacted by the seismicity of the area.

3.1.2 Prime Farmland

The Farmland Protection Policy Act (FPPA) of 1981 (PL 98-98) was enacted to protect this resource and minimize the unnecessary conversion of farmland to nonagricultural uses as a result of federal actions. The FPPA seeks to assure that federal programs are administered in a manner that will be compatible with state and local policies and programs that have been developed to protect farmland. The policy of the Natural Resource Conservation Service (NRCS) is to protect significant agricultural land from conversions that are irreversible and result in the loss of an essential food and environmental resources. The NRCS developed criteria for assessing the effects of federal actions on converting farmland to other uses, including a Farmland Conversion Impact Rating Form (AD-1066) that documents a site-scoring evaluation process to assess its potential agricultural value.

3.1.2.1 No-Action Alternative

Under the *No-Action Alternative*, the ambulance building would not be replaced. There would be no involvement with prime farmland, no use of this agricultural resource, and no impact.

3.1.2.2 Relocate and Provide Improved Satellite Facility (Preferred)

This alternative involves 1.26 acres of land that was donated and re-zoned as C-2 (Highway Commercial District), and therefore committed to “urban development” as defined in the FPPA. The land was originally part of a 27-acre farm that is now and historically has been in agricultural (corn and soybean crop) production. Soybeans were grown on the site in 2004, as well as the remainder of the 27 acres to the south and west. Farmland in crop production also occurs to the west and east of this site. Using the United States Department of Agriculture (USDA) Soil Survey for LaSalle County, the NRCS has categorized the soil as “prime farmland”.

The Farmland Conversion Impact Rating form AD-1006 was completed July 29, 2004 for the Emergency Services Facility for the entire 1.26 acres; the form is provided as an attachment (Appendix C, *Regulatory and/or Resource Agency Coordination / Correspondence / Response*). The NRCS has determined a Farmland Conversion Impact Rating Total Site Assessment Criteria score of 81 points. When combined with the Relative Value of Farmland to Be Converted of 100 points, a total of 181 points out of a total possible 260 points is given to the property. The USDA recommends that sites with

¹⁶ *Ibid.* USEPA publication SWPPP (EPA 832-R-92-005).

a combined score of 160 or more points be given higher levels of consideration for protection.

The *Relocate and Provide Improved Satellite Facility* alternative course of action would result in the permanent elimination of 1.26 acres of cultivated prime farmland. According to the NRCS, there are approximately 600,000 acres of prime farmland in LaSalle County. The use of 1.26 acres from the 600,000 acres would be an insignificant loss of the county's prime farmland. The loss would be less than 2.1×10^{-4} percent of the total available farmland acreage. If corn is grown on the property, the value loss (based on 2004 yields/acre and 2003 dollar values of production/acre) would be approximately \$517.00 lost; if soybeans were grown, the loss would be approximately \$338.00¹⁷. These losses, either cumulative or individually, are not considered a significantly adverse impact when compared to the total acreage and total La Salle County value of production for corn of \$4,530,500,000.00 and for soybeans of \$2,749,819,000.00.

The mitigation applicable to this alternative is to convert the minimal amount of the 1.26 acres as is absolutely necessary for the Emergency Services Facility.

3.1.2.3 Relocate and Replace-in-Kind

The location of the *Relocate and Replace-in-Kind* alternative is at the same as that for the *Relocate and Provide Improved Satellite Facility* alternative. Impacts, therefore, will be the same as those discussed in Section 3.1.2.2 above.

3.1.2.4 Relocate to the Utica Elevator Warehouse

The location of the *Relocate to the Utica Elevator Warehouse* alternative is in an area of North Utica that has been developed; the parcel is disturbed and refigured land. The soil is not classified as prime farmland. Therefore there is no impact to prime farmland, nor will there be any conversion of farmland.

3.1.3 Water Resources and Water Quality

Surface Water

The USGS topographic quadrangle maps and FEMA floodplain maps were examined for information related to water resources. There are no streams, creeks, or rivers in the immediate vicinity of the former ambulance building site, the relocation site, or the elevator warehouse site. The identified streams or water bodies in the general area of North Utica are Pecumsaugan Creek, Clark Run Creek, the I & M Canal, and the Illinois River.

Neither Class 1 streams nor are wild and scenic rivers in the immediate vicinity of this project. There are no streams near any of the alternative site locations. Open ditches, swales, and overland flow of storm water drainage exists throughout the project relocation area. The alternative relocation sites will not involve waters regulated by Section 404 of the *Clean Water Act*. A US Army Corps of Engineers (USACOE) Section 404 Permit will not be required for any of the alternatives.

¹⁷ Based on corn and soybean production/yields 2004 and prices paid/bushel in 2003 from the Illinois Agricultural Statistics Service, <http://www.agstats.state.il.us>

Groundwater

Groundwater in the area can be found near the land surface or between 50 and 300 feet below the surface. Water moves through the system of limestone bedrock and glacial drift in a regional flow that is generally to the south, from the bluff areas to the Illinois River. Most of the upland agricultural areas beyond the bluffs are recharge areas for groundwater.

Groundwater protection areas are not located within the vicinity of any of the alternative building site locations. Potable water is available and provided to all the alternative site locations by the Village of North Utica Waterworks from two wells; North Utica distributes its water from a water tank (tower) via an underground distribution system. The system supplies water to all of the residences and businesses in the Village. Since the scope of this project does not introduce any new routes of groundwater pollution (dry wells, “French drains”, borrow pits, or settling basin) or sources (bulk oil or salt storage facilities), there will be no violation of the wellhead setback requirements.

The project location is not located within a designated Sole Source Aquifer. Project plans do not, therefore, require review by the USEPA. According to the USEPA internet website list of Designated Sole-Source Aquifers in USEPA Region 5 (last updated 14 February 2005), with a listing for Illinois shown at <http://www.epa.gov/ogwdw/swp/ssa/reg5.html>, there are no Sole Source Aquifers in the State of Illinois as defined by Section 11424 (e) of the *Safe Drinking Water Act*.

3.1.3.1 No-Action Alternative

The *No-Action Alternative* would not impact surface water quality.

The *No-Action Alternative* would not impact groundwater quality.

3.1.3.2 Relocate and Provide Improved Satellite Facility (Preferred)

The nearest water course to the location for this proposed alternative is an intermittent branch of Pecumsaugan Creek, located approximately 0.2 miles west of the Illinois Route 178 site. The *Relocate and Provide Improved Satellite Facility* alternative site is of a sufficient distance from this branch of Pecumsaugan Creek that no impacts are expected.

Compliance with the NPDES General Construction Permit is required for construction activities that disturb more than 1.0 acre of soil. Construction of *the Relocate and Provide Improved Satellite Facility* will require a NPDES permit and mitigation consisting of the development and implementation of a SWPPP. Appropriate monitoring and maintenance will be conducted to ensure effectiveness.

To minimize affects to surface water quality to the maximum extent practicable from soil erosion and sedimentation, storm water runoff will be directed away from disturbed areas and sediment on the site will be trapped using a combination of BMPs so as not to impact surface water quality. The BMPs which will protect surface water are the same as those that will be utilized to protect soil resources, and are discussed in Section 3.1.1.2.

The *Relocate and Provide Improved Satellite Facility* alternative would have a short-term affect on surface water quality. Use of BMPs will minimize impacts.

Groundwater protection areas or sources of groundwater pollution are not involved with the *Relocate and Provide Improved Satellite Facility* alternative. Groundwater will not be impacted.

3.1.3.3 Relocate and Replace-in-Kind

The location of the *Relocate and Replace-in-Kind* alternative is the same as that for the *Relocate and Provide Improved Satellite Facility* alternative. Impacts, therefore, will be the same as those discussed in Section 3.1.3.2 above.

3.1.3.4 Relocate to the Utica Elevator Warehouse

The nearest surface water body to the *Relocate to the Utica Elevator Warehouse* alternative location is the I & M Canal, which is located approximately one block to the north of the site. Clark Run Creek is north of the I & M Canal, approximately 0.2 miles north of the Village's downtown area. The Illinois River is located to the south approximately 0.75 miles. The *Relocate to the Utica Elevator Warehouse* alternative site is of a sufficient distance from these water bodies that no impacts are expected.

The implementation of the *Relocate to the Utica Elevator Warehouse* alternative involves building rehabilitation with minimal to no grading activities. If the project requires any vegetated areas to be disturbed, appropriate erosion and sedimentation techniques will be employed. Storm water runoff will be directed away from any disturbed areas, and sediment on the site will be trapped using a combination of BMPs; practicable erosion and sediment control measures will ensure that surface water quality is not impacted. These BMPs are discussed in Section 3.1.1.2.

The *Relocate to the Utica Elevator Warehouse* alternative could have a minimal short-term affect on surface water quality.

Groundwater protection areas or sources of groundwater pollution are not involved with the *Relocate to the Utica Elevator Warehouse* alternative. Groundwater will not be impacted.

3.1.4 Floodplain Management (Executive Order 11988)

On May 24, 1977, Presidential Executive Order 11988 (EO 11988) was signed to "avoid to the extent possible the long and short ... adverse impacts associated with the occupancy and modification of Flood plains and to avoid ... indirect support of floodplain development wherever there is a practicable alternative." EO 11988 requires federal agencies to take action to minimize modification and occupancy of a floodplain. FEMA applies the Eight-Step Decision Making Process to ensure that it funds projects consistent with EO 11988. The Eight-Step Process specifically prohibits funding construction in the 100-year floodplain, or construction in the 500-year floodplain for critical facilities, unless there are no practicable alternatives. FEMA procedures are codified in *44 CFR Part 9 – Floodplain Management and Protection of Wetlands*,

which outlines the actions that a proposed project must follow to ensure compliance prior to the receipt of FEMA funding.

The ambulance building that was located on Church Street immediately to the west of Mill Street was within the 100-year floodplain, as depicted on FEMA Flood Insurance Rate Map No. 17099C0484 E. Since the ambulance operation and emergency medical services are considered critical uses, it is necessary to identify practicable alternatives to reconstructing the ambulance building back into a 100-year or 500-year floodplain.

3.1.4.1 No-Action Alternative

The ambulance building would not be replaced and there would be no construction within a 100-year or 500-year floodplain. The fact that the ambulance facility that previously occupied the lot at 202 Church Street was demolished results in a small benefit to the floodplain. Removal of this facility restores a minimal amount of floodplain storage that the building previously took up. Additionally, the storage of facility vehicles at this location previously contributed to storm water pollution that entered the floodplain. Removal of the facility resulted in the removal of this storm water pollution source.

Following the destruction of the ambulance building in 2004, the ambulance services are currently operating out of the UCFPD fire station. At this present location, the ambulance facility remains in the 100-year floodplain. Impacts include minor storm water pollution within the floodplain at this location.

3.1.4.2 Relocate and Provide Improved Satellite Facility (Preferred)

The proposed combined Emergency Services Facility building site on Illinois Route 178 south of US Route 6 is located outside of any 100-year or 500-year floodplains (FEMA Flood Insurance Rate Map No. 17099C0484 E). The closest 100-year floodplain is located approximately 0.8 mile to the south, at Clark Run Creek. The Pecumsaugan Creek's 100-year floodplain is located approximately 1.0 mile to the northwest of the site.

The *Relocate and Provide Improved Satellite Facility* alternative would have no impacts on a 100-year or 500-year floodplain and would not be impacted by a 100-year or 500-year floodplain. The fact that this alternative does not include any construction at 202 Church Street results in the restoration of a minimal amount of floodplain storage and the removal of a storm water pollution source.

3.1.4.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site is the same site as that being considered for the *Relocate and Provide Improved Satellite Facility*. Impacts, therefore, will be the same as those discussed in Section 3.1.4.2 above.

3.1.4.4 Relocate to the Utica Elevator Warehouse

The Utica Elevator warehouse site is located outside both the 100-year and the 500-year floodplains (FEMA Flood Insurance Rate Map No. 17099C0484 E). If a flood event were to occur, however, the site could be surrounded by floodwaters from Clark Run

Creek and the Illinois River. Vehicle and ambulance access to and from the site could be significantly impaired, if not totally prohibited.

With the *Relocate to the Utica Elevator Warehouse* alternative, emergency medical ambulance services could be surrounded by floodwaters and stranded on an “island” during a 100-year or 500-year flood event. No new floodplain impacts would result from this action, however, since the property is already developed and impacts are pre-existing. Operational procedures would need to be developed in order to mitigate secondary impacts of flood waters impairing access to and from the ambulance building facilities by EMT personnel.

3.1.5 Air Quality

The National Ambient Air Quality Standards (NAAQS), established by the USEPA, set maximum allowable concentration limits for six criteria air pollutants to protect the public health, safety, and welfare as a result of the Federal Clean Air Act of 1970. The Clean Air Act Amendments of 1990 (CAAA), [42 USC 7401, *et. seq.*], mandated a reduction in the emissions of the following six criteria pollutants: nitrogen dioxide (NO₂), sulfur dioxide (SO₂), carbon monoxide (CO), lead (Pb), ozone (O₃), and particulate matter (PM, microscopic solid or liquid particles suspended in air). Areas in which air pollution levels persistently exceed the NAAQS may be designated as “non-attainment.” States in which a non-attainment area is located must develop and implement a State Implementation Plan (SIP) containing policies and regulations that will bring about attainment of the NAAQS.

No portion of this project for the Village of North Utica or the UCFPD is within a designated non-attainment area for any of the criteria air pollutants for which the USEPA established standards. Accordingly, a conformity determination under “*Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved under Title 23 USC or the Federal Transit Act*” (40 CFR Part 93) is not required.

3.1.5.1 No-Action Alternative

There will be no construction activities associated with this alternative. The *No-Action Alternative* would not affect air quality.

3.1.5.2 Relocate and Provide Improved Satellite Facility (Preferred)

The *Relocate and Provide Improved Satellite Facility* alternative has the potential to have short-term air quality impacts due to construction equipment. The air quality impacts would be short-term, occurring only while construction work is in progress. Construction of the combined Emergency Services Facility would require grading and grubbing for the preparation of the 1.26 acre site. Construction equipment would generate an insignificant amount of fugitive dust (particulate matter). Other emissions would be from the exhaust of construction equipment. Vehicles used by construction crews to reach the work site would also generate exhaust emissions; these would be expected to be insignificant. Although significant air quality issues associated with the implementation of this alternative are not expected to occur, the project should incorporate appropriate measures to control fugitive dust.

Dust and airborne dirt generated by construction activities shall be controlled through general dust control BMPs or a specific dust control plan could be developed if warranted. The contractor, the Village of North Utica, LaSalle County, and UCFPD personnel will meet to review the nature and extent of potential and known dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the project and local situations. Some of the techniques that may warrant consideration include measures such as minimizing the tracking-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering (tarpaulin-covered) haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. Any burning of materials or vegetation debris would be undertaken according to relevant local laws and ordinances, including, but not limited to, the current Village of North Utica ordinances or regulations of the Illinois Environmental Protection Agency (IEPA). Appropriate traffic control plans may also serve to limit localized concentrations of airborne emissions during construction.

No permanent air quality impacts are expected from the operation of the facility. The Emergency Services Facility building, being a replacement for the two vehicle ambulance building and the present fire station, would not change the total regional emissions of pollutants. The area to be covered by the emergency services remains the same and the distribution of trips within and outside the UCFPD is not expected to change as a result of constructing an Emergency Services Facility; there should be no significant statistical difference in the distances traveled annually.

If the present building housing the fire station in the downtown area remains in use for some aspects of UCFPD services, or is reused with a commercial or retail business once the fire department vacates the building, the increase in pollutant emissions would be negligible. Regional emissions should not be influenced.

No long term, adverse air quality effects are expected.

3.1.5.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site is the same site as that being considered for the *Relocate and Provide Improved Satellite Facility*. Details of the facility location in relationship to air quality issues are discussed in Section 3.1.5.2 above. Mitigation measures discussed in Section 3.1.5.2 would apply if this alternative were chosen. Operation emissions would be similar to those discussed above, except that the fire station would remain at its current location. Regional emissions should not be influenced by this factor. No adverse long term, adverse air quality effects are expected.

3.1.5.4 Relocate to the Utica Elevator Warehouse

The *Relocate to the Utica Elevator Warehouse* alternative has the potential to have short-term air quality impacts due to construction equipment. With this alternative, the existing Utica Elevator Warehouse would be reused as an ambulance facility. Improvements would be necessary on the building and the grounds. Construction equipment would

generate emissions from the exhaust of construction equipment. Vehicles used by construction crews to reach the work site would also generate exhaust emissions; these would be expected to be insignificant. Although significant air quality issues associated with the implementation of this alternative are not expected to occur, the project should incorporate appropriate measures to control fugitive dust from the grounds of the warehouse site.

Mitigation by developing appropriate and acceptable BMPs of dust control practices, such as watering all active grading areas, surfaces exposed to vehicle travel, and storage piles; along with the cessation of any surface grading in high winds, and prevention of dirt track-out to paved roadways; shall be included in the construction specifications.

No permanent air quality impacts are expected from the operation of the facility. The ambulance operations are being moved to an existing building within the immediate downtown area. Relocating the two ambulances would have no affect on the regional emissions of pollutants. The area to be covered by the emergency services remains the same and the distribution of trips within and outside the UCFPD is not expected to change; there should be no significant statistical difference in the distances traveled annually.

No long term, adverse air quality effects are expected.

3.2 *Biological Environment*

Coordination with the Illinois Department of Natural Resources (IDNR) through a “Consultation Agency Action Report” was initiated. The result of the resource review and coordination was received 22 November 2004. A copy of the findings correspondence is provided in Appendix C. It was determined that there are no endangered/threatened species or Natural Areas present in the vicinity of the action, and that the proposed action will not adversely affect endangered/threatened species or Natural Areas. Therefore, consultation and coordination was terminated.

Coordination was also initiated with the United States Department of the Interior, Fish and Wildlife Service (USF&WS). Their findings, dated 6 December 2004, stated that they concur that the proposed project will have no affect on federally listed endangered species. A copy of the letter is provided in Appendix C.

There are no known unique or protected biological resources in the immediate proximity to the alternative relocation sites. The closest biological site of significance is the Pecumsaugan Creek-Blackball Mines Nature Preserve. This 205-acre site (with 6 acres of buffer), is approximately two miles west of Illinois Route 178 along the I & M Canal, in North Utica. The site is an Illinois Nature Preserve (INPC Directory, 2004) that lies north of the I & M Canal and the CSX Railroad freight tracks. The Pecumsaugan Creek area has significant dolomite cliffs, dolomite prairie, upland forest, floodplain forest, and savanna communities of the Grand Prairie Natural Division. The preserve is best known for the large abandoned limestone mine and its colonies of bats. Blackball Mine is one of the largest bat hibernacula in Illinois. Five species of bats are known to use the mines, including the federally endangered Indiana bat. Other notable animals

in the preserve include a relic population of timber rattlesnake and the mottled sculpin, an unusual fish found in Pecumsaugan Creek. The preserve also provides a variety of habitats for threatened and endangered plants species.

3.2.1 *Terrestrial and Aquatic Environment*

There are no known or identified threatened or endangered species or Natural Areas in the vicinity of, on, adjacent to, or associated with any of the proposed relocation sites. There is no unique or distinct flora on any of the alternative sites. There are no streams or water bodies involved with or part of any of the proposed relocation sites. There are no identified areas of wildlife habitat, foraging, or nesting sites at or in proximity to the proposed relocation sites. The site along Illinois Route 178 south of US Route 6 is farmed agricultural land. The warehouse site is developed, disturbed urban land that is occupied with structures.

3.2.1.1 *No-Action Alternative*

The *No-Action Alternative* would not impact the flora or fauna of the area.

3.2.1.2 *Relocate and Provide Improved Satellite Facility (Preferred)*

The *Relocate and Provide Improved Satellite Facility* alternative would not impact the flora or fauna of the area.

3.2.1.3 *Relocate and Replace-in-Kind*

The *Relocate and Replace-in-Kind* alternative would not impact the flora or fauna of the area.

3.2.1.4 *Relocate to the Utica Elevator Warehouse*

The *Relocate to the Utica Elevator Warehouse* alternative would not impact the flora or fauna of the area.

3.2.2 *Wetlands (Executive Order 11990)*

Executive Order 11990 (EO 11990), Protection of Wetlands, requires federal agencies to take action to minimize the loss of wetlands. FEMA's regulations for complying with EO 11988 are promulgated in *44 CFR Part 9*. The NEPA compliance process also requires the identification of any direct or indirect impacts to wetlands which may result from federally funded actions.

FEMA applies the Eight-Step Decision-Making Process to ensure that it funds projects consistent with EO 11990. This process is the same process as required for compliance with EO 11988 (Floodplain Management). The NEPA compliance process involves essentially the same basic decision-making process to meet its objectives as the Eight-Step Decision-Making Process.

The National Wetland Inventory (NWI) map depicting wetlands in LaSalle County, the Digital Datasets of Illinois,¹⁸ and the USF&WS Geocortex Internet Mapping Framework Wetlands Online Mapper were examined for information related to the presence of wetlands within the project area and the proposed alternative sites. Within the vicinity of the North Utica, the NWI map indicates that there are no wetlands involved with the proposed relocation sites.

¹⁸ Illinois Department of Natural Resources (IDNR) Illinois Geographic Information System (IGIS), Digital Datasets of Illinois CD-ROM, Revision 1, Volumes 1 & 2 May, 1996.

Additionally, the soil type present at the site proposed for both the *Relocate and Provide Improved Satellite Facility* and *Relocate and Replace-in-Kind* alternatives is Elburn silt loam, a soil not on the state hydric soils list. An environmental resource map indicating the NWI identified wetlands located in the project vicinity can be found as Figure 13, Wetlands – NWI Map.

Photographs were taken during a site visit conducted on 5 November 2004 to the proposed relocation sites. From the photographs, soil survey, and the NWI data, a Professional Wetland Scientist confirmed that wetlands are not directly or indirectly associated with the proposed relocation sites.

3.2.2.1 No-Action Alternative

Wetlands are not involved nor impacted with the *No-Action Alternative*.

3.2.2.2 Relocate and Provide Improved Satellite Facility (Preferred)

Wetlands are not involved nor impacted with the *Relocate and Provide Improved Satellite Facility* alternative.

3.2.2.3 Relocate and Replace-in-Kind

Wetlands are not involved nor impacted with the *Relocate and Replace-in-Kind* alternative.

3.2.2.4 Relocate to the Utica Elevator Warehouse

Wetlands are not involved nor impacted with the *Relocate to the Utica Elevator Warehouse* alternative.

3.2.3 Threatened and Endangered Species

Several threatened or endangered species are transient to the LaSalle County area and have either breeding or winter ranges that include the LaSalle County area. Threatened or endangered birds known to forage and inhabit the LaSalle County area and have farmland and pasture habitat associations are: black-crowned night-heron (*Nycticorax nycticorax*), upland sandpiper (*Bartramia longicauda*), northern harrier (*Circus cyaneus*), common moorhen (*Gallinula chloropus*), black tern (*Chlidonias niger*), and loggerhead shrike (*Lanius ludovicianus*). None of these species is known to occur within the vicinity of the proposed relocation sites.

Per consultation with IDNR and USF&WS, there are no known or identified threatened or endangered species or Natural Areas in the vicinity of the proposed relocation sites. The closest area with either a Federal or State listed threatened or endangered species is at the Pecumsaugan Creek-Blackball Mines Nature Preserve previously described in Section 3.2. The closest area with identified critical habitat associated with listed threatened or endangered species is also at the Pecumsaugan Creek-Blackball Mines Nature Preserve.

3.2.3.1 No-Action Alternative

The *No-Action Alternative* would not impact threatened or endangered species in the area, or critical habitat.

3.2.3.2 Relocate and Provide Improved Satellite Facility (Preferred)

The *Relocate and Provide Improved Satellite Facility* alternative would not impact threatened or endangered species in the area, or critical habitat.

3.2.3.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* alternative would not impact threatened or endangered species in the area, or critical habitat.

3.2.3.4 Relocate to the Utica Elevator Warehouse

The *Relocate to the Utica Elevator Warehouse* would not impact threatened or endangered species in the area, or critical habitat.

3.3 Hazardous and Special Waste Materials

In general hazardous materials¹⁹ are substances that are classified as either corrosive, ignitable, reactive, or toxic. None of the proposed relocation sites are located near any identified Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) sites included in the USEPA CERCLIS listing last updated as of 21 March 2005.

3.3.1 No-Action Alternative

There will be no construction or operation of a facility with the *No-Action Alternative*. Therefore, the potential involvement with hazardous and/or special waste materials will not exist.

3.3.2 Relocate and Provide Improved Satellite Facility (Preferred)

There are no known or identified uses of the property for storage of hazardous or special waste materials or any associated spills at the *Relocate and Provide Improved Satellite Facility* alternative site. The site has historically been used for agricultural purposes. Application of agricultural chemicals associated with normal agricultural use, such as corn, soybean, hay, and/or clover crops would not be considered toxic or hazardous (NRCS, 2004). There is a low potential of any risk associated with any hazardous or special waste materials because of the location of the property and its use for agriculture. No impacts are expected.

3.3.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site is the same site as that being considered for the *Relocate and Provide Improved Satellite Facility*. Impacts, therefore, will be the same as those discussed in Section 3.3.2 above.

3.3.4 Relocate to the Utica Elevator Warehouse

The *Relocate to the Utica Elevator Warehouse* alternative would require ambulance operations to be moved into the Utica Elevator warehouse building after some remodeling and restructuring of the facility. The present use of the warehouse is for the bulk storage of farm and farming related supplies such as seed, pesticides, herbicides, and fertilizers. The property may have experienced bulk storage of hazardous or special waste materials or spills from mechanical handling equipment. There is a moderate potential of risk associated with hazardous or special waste materials associated with this site's existing uses; therefore, mitigation by

¹⁹ Those substances defined by Comprehensive Environmental Response Compensation and Liability Act (CERCLA), [42 USC 6901 et seq.], and the Resource Conservation act, [42 USC 6901 et seq.], as amended.

removal/disposal and cleanup may be unnecessary. Further specific site investigation and sampling would be appropriate to make a determination if this alternative is selected.

3.4 Socio-Economics

The topics discussed consider the basic attributes associated with the surrounding human environment and the interaction of the population within the community. Influences involved with the community include demographics, land use zoning, public services, safety, work and recreational life styles, etc.

3.4.1 Zoning and Land Use

3.4.1.1 No-Action Alternative

If the *No-Action Alternative* were chosen, there would be no need to change land uses designated in the *2002 North Utica Comprehensive Plan*²⁰. The No-Action Alternative being located within the 500-year flood plain is not compatible with social needs of protecting and servicing the expanding community environs. The location is not suited to ensure emergency medical response that is capable and effective at all times in order to provide essential life saving services. The *No-Action Alternative* does not meet the purpose and need of the project as proposed.

3.4.1.2 Relocate and Provide Improved Satellite Facility (Preferred)

The site proposed for the *Relocate and Provide Improved Satellite Facility* alternative is on property located southwest of the intersection of Illinois Route 178 and US Route 6. The property has been annexed to the Village of North Utica and zoned C-2 (Highway Commercial District). This zoning classification allows for any use permitted in the C-1 zone, including public or institutional uses, and allows for the construction and operation of the Emergency Services Facility. There are no associated noise criteria or other standards with this zoning designation.

The closest developed land to the proposed location is the Starved Rock Inn Guest Rooms Motel, which has a row of small rooms backing immediately adjacent to the proposed site and a new convenience food-mart adjacent to the south property line (currently under construction). Other developed land uses in the immediate vicinity are individual single-family homes approximately 700 feet to the south, 1400 feet to the northeast, and 1100 feet to the north-northeast. Other facilities in the immediate vicinity are commercial properties. Planned facilities currently under consideration are large industrial sites proposed for the northeast quadrant of the US Route 6 and Illinois Route 178 intersection. Cattails Gift Shops is located at the southwest corner of US Route 6 and Illinois Route 178. Gregg's Automotive is located north of the intersection in the northwest quadrant. A Shell service station with Jimmy John's sandwich store is located approximately midway between the BP/Amoco and Interstate-80, north of Illinois Route 178 on the west side. Cubby Hole Storage, a mini-storage and flea market, is located to the west of the BP/Amoco along US Route 6. A visitor's information center and a bait shop are located on the northeast corner of Illinois Route 178 and US Route 6. Bennett Garden Center is located north of the visitor's center/bait shop. There is a small area to

²⁰ *2002 North Utica Comprehensive Plan*; prepared by: North Utica Planning Commission and North Central Illinois Council of Governments, July 2002. Available on the Internet through the Village of North Utica at <http://www.utica-il.gov/documents2.asp>.

the south of the proposed site that is indicated as institutional in the 2002 North Utica Comprehensive Plan “Future Land Use Map”. Surrounding these developed land parcels is land being utilized for agricultural crop production.

The zoning for the proposed site is currently commercial, which is consistent with current land use in the area. The *Relocate and Provide Improved Satellite Facility* alternative would therefore result in no adverse affects to the area land use and zoning from the construction of an Emergency Services Facility. The former site of the ambulance building and the fire station would remain available for development appropriate to the land use and zoning requirements for the downtown business district of the Village.

3.4.1.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site is the same site as that being considered for the *Relocate and Provide Improved Satellite Facility*. Impacts, therefore, will be the same as those discussed in Section 3.4.1.2 above.

3.4.1.4 Relocate to the Utica Elevator Warehouse

The site proposed for the *Relocate to the Utica Elevator Warehouse* alternative is located within an established commercial and business district. The “Existing Land Use Map” indicates the elevator building as “commercial” and the Utica Elevator Warehouse shown as “residential”. This existing residential designation for the warehouse is inconsistent with its current use. The zoning for the Utica Elevator Warehouse is I-1Light Industrial District zone (Village of North Utica 2004) which allows for limited commercial use, office uses, storage, and any manufacturing use not normally creating a nuisance beyond the property boundaries. A rezoning of the property to C-2 would be necessary for the proposed use to be in compliance with the zoning ordinance.

An automobile repair shop is located to the south of the warehouse, and an abandoned building is located across the highway to the west. Open space generally lies to the east of the warehouse site. There is single-family residential development to the west and south, along with grain storage / drying structures directly to the west of the warehouse site. The “Future Land Use Map” depicts the land use along either side of Illinois Route 178 in the vicinity of the Utica Elevator Warehouse as “commercial”.

The *Relocate to the Utica Elevator Warehouse* alternative would not have any adverse affects on the existing commercial and business, or residential land use; rezoning to C-2 commercial would not have any adverse impacts on existing land use. The former site of the ambulance building and the fire station would remain available for development appropriate to the land use and zoning requirements for the downtown business district of the Village.

3.4.2 Visual Resources

The visual resources within the Village of North Utica include the downtown historic business district’s buildings, its setting and architecture, and the historic I & M Canal with its towpath. Surrounding the Village are the rolling bluffs of the Illinois River valley to the north, and the flat bottomland plain of the Illinois River valley to the south. The primary visual resources available

to the residents and tourists through the area are the wooded bluffs, marshes, and wetlands; the Illinois River and its bedrock outcrops; and the valley vistas.

In addition to the general vistas described above, there are two distinct visual landforms in the vicinity of North Utica. The first is a picturesque area known as “Split Rock”, located near the mouth of the Pecumsaugan Creek to the west, midway between the City of LaSalle and North Utica. The I & M Canal right-of-way was cut through this rocky promontory exposing St. Peter Sandstone and Shakopee Dolomite along the northern side of the I & M Canal. The second vista is “Starved Rock”, located approximately 1.5 miles south of North Utica along the Illinois River. Starved Rock is an erosional remnant of St. Peter Sandstone that forms a high terrace in the Illinois Valley. The rock is the site of a successful historic siege against the Illini Indians, resulting in the starvation and demise of the entire tribe (IDNR, 2004).

3.4.2.1 No-Action Alternative

The *No-Action Alternative* would not influence or impact the visual resources or visual opportunities available to the North Utica residents and tourists.

3.4.2.2 Relocate and Provide Improved Satellite Facility (Preferred)

The proposed location of the *Relocate and Provide Improved Satellite Facility* alternative is north of the Illinois River Valley bluffs on nearly level ground, surrounded by gently rolling to flat agricultural land; commercial development exists along the major roadways in the area. The *Relocate and Provide Improved Satellite Facility* alternative would not influence or affect the visual resources and opportunities available to the North Utica residents and tourists.

3.4.2.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site is the same site as that being considered for the *Relocate and Provide Improved Satellite Facility*. Impacts, therefore, will be the same as those discussed in Section 3.4.2.2 above. The *Relocate and Provide Improved Satellite Facility* alternative would not influence or affect the visual resources and opportunities available to the North Utica residents and tourists.

3.4.2.4 Relocate to the Utica Elevator Warehouse

The *Relocate to the Utica Elevator Warehouse* alternative site is in a commercial area of North Utica and is not associated with any direct visual resources or opportunities. The site is south of the historic downtown business district and south of the I & M Canal and towpath. The *Relocate to the Utica Elevator Warehouse* alternative would not influence or affect the visual resources and opportunities available to the North Utica residents and tourists.

3.4.3 Noise

Noise, defined for the purposes of this discussion as undesirable sound, is federally regulated by the Noise Control Act (NCA) enacted in 1972 (PL 92-574). Although the NCA gives the USEPA authority to prepare guidelines for acceptable ambient noise levels, it only charges federal agencies that operate noise-producing facilities or equipment to implement noise standards. The USEPA guidelines, and those of many federal agencies, state that outdoor sound

level in excess of 55 dBA (decibels, “A- weighted” noise scale) are “normally unacceptable” for noise-sensitive residential land uses such as residences, schools, and hospitals especially when there is identified outside human activity. The range of human hearing is from approximately 20 dBA (the threshold of hearing) to 120 dBA (the threshold of pain). Under most conditions, persons with normal hearing would require a change of 5 dBA, either more or less, before a noticeable change in the noise environment would occur. A change of 3 dBA, either more or less, would be at the lower end of barely perceptible change. The affects of noise on people usually result in general annoyance, disturbance with sleep, and interference with vocal communication.

3.4.3.1 No-Action Alternative

The *No-Action Alternative* would not generate any construction or operating noise. Typical traffic noise experienced along Illinois Route 178 and in the central downtown area is anticipated to range from 64 to 66 dBA, with no discernible change in normal traffic patterns anticipated. The location of the ambulances at the UCFPD Fire Station, which is approximately one block away from their previous operating location, will not initiate any significant change in the noise patterns typical of the downtown area in previous years.

The UCFPD does not utilize a siren system to secure volunteer response for fire suppression or emergency medical services. They assign a pager system to all the individuals involved in emergency services. There is a siren at the Fire Station that is available as a backup if the need ever arises. As required by State of Illinois law, ambulances and fire suppression equipment use their sirens when responding to emergency service calls. This generates a substantial, but short-term highly intense noise approaching 120 dBA. The noise level would be high, but it would be temporary because the ambulance would be in transit to a response destination. This short-term, sporadic noise generation is a necessary and critical function of the emergency services for the safety and protection of human life. It is estimated that emergency services response would result in sirens being employed approximate 40 times per month.

When the UCFPD responds to a fire suppression call, an ambulance always responds along with the fire suppression equipment. When the UCFPD responds to an ambulance call into the rural areas of the district, fire suppression equipment is also dispatched. The UCFPD does not normally dispatch an ambulance on fire suppression calls for responses within the Village of Utica.²¹ Both ambulances and fire suppression equipment utilize sirens as they are leaving the facility.

The noise, being of short duration, would not have a sustained affect on the residential receptors (single-family area residents) in the immediate vicinity of the property or the routes traveled by the ambulances. Because of the short duration of the noise impact, there would be no significant adverse noise impacts resulting from this alternative.

²¹ *Op. cit.*, *Conversations and meeting with the UCFPD.*

3.4.3.2 Relocate and Provide Improved Satellite Facility (Preferred)

Existing ambient noise levels in the vicinity of the *Relocate and Provide Improved Satellite Facility* alternative are consistent with levels experienced in rural areas that have highway oriented commercial land uses. The area to the southwest of the intersection of Illinois Route 178 and US Route 6 has been annexed to the Village of North Utica and zoned C-2 (Highway Commercial District). There are no associated noise criteria or standards with this zoning designation.

The closest residential type receptor to the proposed location is the Starved Rock Inn Guest Rooms Motel, with a row of small rooms backing immediately adjacent to the proposed site. The only other noise sensitive receptors in the immediate vicinity are individual single-family homes approximately 700 feet to the south, 1400 feet to the northeast, and 1100 feet to the north-northeast. Other facilities in the immediate vicinity include a convenient food mart (under construction) adjacent to the south property line and existing commercial properties which have been discussed in Section 3.4.1.2.

The development of the property for the proposed Emergency Services Facility would result in the housing of fire suppression vehicles and two ambulances. The UCFPD will not utilize a siren system to secure volunteer response for fire suppression or emergency medical services. As required by State of Illinois law, ambulances and fire suppression equipment use their sirens when responding to emergency service calls. This generates a substantial, but short-term highly intense noise approaching 120 dBA. The noise level would be high, but it would be temporary because the ambulance would be in transit to a response destination. This short-term, sporadic noise generation is a necessary and critical function of the emergency services for the safety and protection of human life. It is estimated that emergency services response would result in sirens being employed approximate 40 times per month.

When the UCFPD responds to a fire suppression call, an ambulance always responds along with the fire suppression equipment. When the UCFPD responds to an ambulance call into the rural areas of the district, fire suppression equipment is also dispatched. The UCFPD does not normally dispatch an ambulance on fire suppression calls for responses within the Village of Utica.²² Both ambulances and fire suppression equipment utilize sirens as they are leaving the facility.

The noise, being of short duration, would not have a sustained affect on the motel guests or residential receptors in the immediate vicinity of the property or the routes traveled by the ambulances. Because of the short duration of the noise impact, there would be no significant adverse noise impacts resulting from this alternative

3.4.3.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site is the same site as that being considered for the *Relocate and Provide Improved Satellite Facility*. Impacts, therefore, will be the same as those discussed in Section 3.4.3.2 above.

²² *Op. cit.*, Conversations and meeting with the UCFPD.

3.4.3.4 Relocate to the Utica Elevator Warehouse

Existing ambient noise levels in the vicinity of the *Relocate to the Utica Elevator Warehouse* alternative location and in the general vicinity are consistent with levels experienced in rural small town business, commercial, and residential areas. Illinois Route 178, which is the only north-south main highway, carries the majority of traffic through the community. The roadway is a two lane road with no roadside parking allowed on either side of the road. The road carries approximately 3,850 vehicles per day. Approximately 13% of the average daily traffic, or approximately 500 vehicles, are trucks (medium and heavy).²³

The closest receptors (approximately 100 feet from the roadway) are the residential properties across the highway from the warehouse site. In general, at this distance the existing traffic noise levels generated²⁴ from the highway traffic can be expected to be in the range of 64 to 66 dBA through the central downtown area.

This alternative would result in the occupation of the warehouse property and the housing of two ambulances. The UCFPD will not utilize a siren system to secure volunteer response for fire suppression or emergency medical services. As required by State of Illinois law, ambulances and fire suppression equipment use their sirens when responding to emergency service calls. This generates a substantial, but short-term highly intense noise approaching 120 dBA. The noise level would be high, but it would be temporary because the ambulance would be in transit to a response destination. This short-term, sporadic noise generation is a necessary and critical function of the emergency services for the safety and protection of human life. It is estimated that emergency services response would result in sirens being employed approximate 40 times per month.

When the UCFPD responds to a fire suppression call, an ambulance always responds along with the fire suppression equipment. When the UCFPD responds to an ambulance call into the rural areas of the district, fire suppression equipment is also dispatched. The UCFPD does not normally dispatch an ambulance on fire suppression calls for responses within the Village of Utica.²⁵ Both ambulances and fire suppression equipment utilize sirens as they are leaving the facility.

The noise, being of short duration, would not have a sustained affect on the residential receptors in the immediate vicinity of the property or the routes traveled by the ambulances. Because of the short duration of the noise impact, there would be no significant adverse noise impacts resulting from this alternative

²³ From the Illinois Department of Transportation (IDOT), District 3, Ottawa, Illinois, proposed project for the Realignment of Illinois Route 178 from North of Lincoln Street to South of Johnson Street in North Utica; 2004.

²⁴ Federal Highway Administration (FHWA) Traffic Noise Model (TNM 2.5) – Look-Up Tables.

²⁵ *Op. cit.*, *Conversations and meeting with the UCFPD*.

3.4.4 Public Services

The following public facilities are serviced by the UCFPD

Schools

There are three schools in the immediate area served by the UCFPD:

- § Waltham South, Elementary School District #185, Utica, IL is located in downtown Utica approximately 1.5 miles south of the location for the Preferred Alternative. Waltham South provides classes for grades Kindergarten through four.
- § Waltham North, Elementary School District #185, Utica, IL is located approximately five miles north of the location for the Preferred Alternative. Waltham North provides classes for grades five through eight.
- § Illinois Valley Community College, Oglesby, IL is located approximately five miles from North Utica. It has a full-time enrollment of approximately 2,300 students.

There are no High Schools within the UCFPD.

Hospitals

There are no hospitals within the UCFPD. The three hospitals utilized by the UCFPD are located outside of the UCFPD. These hospitals are:

- § Illinois Valley Community Hospital; Peru, IL (approximately nine miles from North Utica)
- § Community Hospital of Ottawa; Ottawa, IL (approximately 12 miles from North Utica)
- § St. Margarets Hospital; Spring Valley, IL (approximately 14 miles from North Utica)

3.4.4.1 No-Action Alternative

The ambulance building would not be replaced with the *No-Action Alternative*. The present location (fire station) where the two ambulances are housed does not have adequate space for both ambulances and fire suppression vehicles and equipment. This accommodation would have potential negative affects on the efficient provision of emergency services to the locations listed above.

3.4.4.2 Relocate and Provide Improved Satellite Facility (Preferred)

The *Relocate and Provide Improved Satellite Facility* site location would be 1.5 miles north of its previous position in the central business district of North Utica. The new location will be more central to the district served by the UCFPD. The UCFPD currently experiences an even split of response calls to the northern and southern portions of the district. The move to a more central location within the district will improve response times to the northern portion of the district and would move the operation into a less confined or congested area. The relocation would move fire suppression and ambulance facilities outside the most dense and concentrated development, however, as well as further away from the southern portion of the district. The combined location of UCFPD facilities would create a more efficient operation from an equipment perspective,

however, since both ambulances and fires suppression equipment are often dispatched together. The 1.5 mile shift to the north might increase the response time to the south slightly, but not significantly. The response times to one school and the large recreational facilities to the south will not be significantly changed.

3.4.4.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site location is at the same site as the *Relocate and Provide Improved Satellite Facility* location 1.5 miles north of its previous location. The alternative would move the ambulance facilities only to this location. The impacts to ambulance services from the *Relocate and Replace-in-Kind* alternative would be the same as for the *Relocate and Provide Improved Satellite Facility*, which were discussed in Section 3.4.4.2 above.

The Fire Department would continue to operate out of their current facility; therefore there would be no changes in response time for fire suppression activities. Combined dispatches of ambulance and fire suppression services would require additional coordination.

3.4.4.4 Relocate to the Utica Elevator Warehouse

The Relocate to the Utica Elevator Warehouse alternative would not have any significant impacts on emergency medical service provisions to the public service locations listed above. This alternative's location is approximately two blocks south of the previous location. The level of services and response times for emergency services would therefore be similar to previous emergency medical services.

3.4.5 Traffic and Circulation

The Village of North Utica is served by both east-west and north-south roadways. Interstate-80 (I-80) is an east-west limited access freeway that stretches coast to coast; in this area it serves as a primary regional transportation link between Moline, Illinois (west) and Chicago, Illinois (east). Interstate-39 (I-39) is located west of North Utica and provides connections between the state of Wisconsin and Bloomington, Illinois. Illinois Route 178, extending north-south, is the only main roadway through the Village; it connects with US Route 6 to the north and Illinois Route 71 to the south of the Village. The area roadway patterns and locations are suitable for the efficient operation of the fire suppression and emergency medical services provided by the UCFPD. Their facilities are within the Village of North Utica and central to the fire protection district, as well as the surrounding roadways and traffic circulation network

Illinois Route 178 is the only principle north-south road in the immediate area available for crossing the Illinois River, the I & M Canal, and the CSX Railroad tracks. The roadway traffic is therefore vulnerable to traffic delays through the North Utica downtown business district from multiple intersection turns and from railroad crossing blockages caused by train switching operations. Emergency response time in the future through the downtown area is not anticipated to be any different than that occurring under the existing traffic and circulation conditions.

The CSX Railroad has freight operations on tracks running between Joliet, Illinois (east) and Henry, Illinois (west). The CSX facility connects with the Burlington Northern Santa Fe and the

Union Pacific rail lines. The train volume for CSX Railroad freight operations through North Utica consist of four freight trains per day running at 25 miles per hour, and 12 switch operations per day running at 10 miles per hour or less. This switching operation blocks the only two roadway crossings available to north-south traffic into and out of the Village. The crossings are at Illinois Route 178 and at Mill Street, one street east of Illinois Route 178. A typical daily switching operation occurs between 12:38 PM to 1:50 PM and lasts approximately 73-minutes. On an average day, Illinois Route 178 is blocked eight times for a total of 24-minutes, and Mill Street is blocked ten times for a total of 42-minutes during the switching periods.²⁶ Both crossings are blocked at the same time; the duration of closure at each crossing occurs for the same time period, but varies between switching operations. At the Illinois Route 178 crossing, the closure varies from 15-seconds to 6-minutes, 40-seconds; at the Mill Street crossing, it varies from 20-seconds to 14-minutes, 10-seconds.

Response times for calls that include crossing the CSX Railroad tracks are not impacted by switching operations. The UCFPD has developed a system whereby they contact the CSX Railroad if crossing of the tracks is required. The CSX Railroad responds by clearing the switching operations from the tracks to allow UCFPD emergency crossing. As a contingency plan, mutual aid is always available from other districts. The UCFPD and Oglesby operate under a coordinated agreement of shared communication and dispatch services for emergency responses. Both of these systems will continue regardless of which alternative is chosen.

3.4.5.1 No-Action Alternative

The *No-Action Alternative* will not disrupt current patterns of traffic or circulation.

3.4.5.2 Relocate and Provide Improved Satellite Facility (Preferred)

The *Relocate and Provide Improved Satellite Facility* alternative location of the Emergency Services Facility is compatible with the roadway traffic and circulation patterns, and existing emergency medical needs of the area, the Village of North Utica, and the UCFPD. No adverse impacts are anticipated to occur as a result of relocating the fire suppression vehicles and ambulances. An access permit for driveway ingress and egress to a state highway, Illinois Route 178, will need to be secured from the Illinois Department of Transportation.

No substantial changes in access or response times are expected with the existing roadway conditions. No substantive delay in emergency response to the older population (65 years of age and above) located south of the CSX Railroad tracks is expected to occur as a result in the small increase in distance. The senior population is generally evenly split in the UCFPD between the northern and southern portions of the district. Any minimal increase in response time to senior populations in the southern portion of the district would be off-set by minimal decreases in response time to senior populations in the northern portion of the district.

The new Emergency Services Facility building location is not in conflict with the proposed relocation of Illinois Route 178 through North Utica (from north Lincoln Street

²⁶ Crossing closure data from the *Feasibility Study for the Realignment of Illinois Route 178 North Utica, Illinois*; IDOT District 3, Ottawa, Illinois. Data and timings recorded on May 05, 2004.

on the north to south of Jackson Street on the south). The relocation alignment is presently being developed through the first stages of IDOT's NEPA environmental process. The improvements are intended to alleviate long-standing traffic related concerns in the Central Business district, and to address traffic operational deficiencies that exist along its current route which limit access between the portions of the Village separated by the CSX Railroad.

3.4.5.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site is the same site as that being considered for the *Relocate and Provide Improved Satellite Facility*. Impacts, therefore, will be the same as those discussed in Section 3.4.5.2 above.

3.4.5.4 Relocate to the Utica Elevator Warehouse

The *Relocate to the Utica Elevator Warehouse* alternative site is compatible with the roadway traffic and circulation patterns, and existing emergency medical needs, of the area, the Village of North Utica, and the UCFPD. This alternative's location is approximately two blocks south of the previous location. No new adverse impacts or substantial changes in access and response times are anticipated with this alternative. The delays at the two roadway railroad crossings will remain as they exist at present.

The new ambulance building location is not in conflict with the proposed relocation of Illinois Route 178 through North Utica (from north Lincoln Street on the north to south of Jackson Street on the south). The relocation alignment is presently being developed through the first stages of IDOT's NEPA environmental process. The improvements are intended to alleviate long-standing traffic related concerns in the Central Business district, and to address traffic operational deficiencies that exit along its current route which limit access between the portions of the Village separated by the CSX Railroad

3.4.6 Demographics and Economics

Prior to and through the development of the *2002 North Utica Comprehensive Plan*, the emergency services including both fire suppression and ambulance services were housed within the downtown business district of Utica. Following the destruction of the ambulance building in 2004, the ambulance services remained in the downtown area occupying space designated for fire suppression equipment belonging to the UCFPD fire station. The physical location of services has therefore remained unchanged in relation to the population and socio-economic characteristics of the area served. These relationships change with the proposals for the relocation of the emergency medical ambulance service facility to new locations from the present site downtown.

These relationships of change are best looked at through the known demographics of the area. The Census 2000 population and social-economic statistics are presented in detail within the *2002 North Utica Comprehensive Plan*. The information from that plan is summarized here.

Village of North Utica

As of the 2000 Census reporting, there are 977 people, 420 households, and 268 families residing in the Village of North Utica. The racial makeup of the Village is 97.34% White, 0.31% Black or African American, 0.20% Native American, 0.31% Asian, 0.00% Pacific Islander, 0.61% from other White races, and 1.23% from two or more races. 2.05% of the population is of Hispanic or Latino background. The average household size has 2.32 people and the average family size is 2.93.

In the Village, the population age is spread out with 22.1% under the age of 18, 7.2% from 18 to 24, 30.4% from 25 to 44, 25.5% from 45 to 64, and 14.8% who are 65 years of age or older. The median age is 39 years.

The median income for a household in the Village is \$43,182, and the median income for a family is \$54,107. The per capita income for the Village is \$23,061. 7.2% of the population and 3.7% of families are below the poverty line. The number of families below the poverty level in North Utica is approximately 4% lower than the State of Illinois and 3% lower than that of LaSalle County.²⁷

LaSalle County

As of the 2000 Census reporting, there are 111,509 people, 43,417 households, and 29,827 families residing in the county. The racial makeup of the county is 94.97% White, 1.55% Black or African American, 0.17% Native American, 0.54% Asian, 0.02% Pacific Islander, 1.71% from other White races, and 1.05% from two or more races. 5.19% of the population is of Hispanic or Latino background. The average household size is 2.49 and the average family size is 3.04.

In the county, the population age is spread out with 25.2% under the age of 18, 8.1% from 18 to 24, 28% from 25 to 44, 22.3% from 45 to 64, and 16.4% who are 65 years of age or older. The median age is 38 years.

The median income for a household in the county is \$40,308, and the median income for a family is \$49,533. The per capita income for the county is \$19,185. 9.10% of the population and 6.9% of families are below the poverty line.

3.4.6.1 No-Action Alternative

The *No-Action Alternative* course of action proposes leaving the ambulance emergency services facility location in the downtown area. This alternative is generally compatible with the *2002 North Utica Comprehensive Plan* and does meet the purpose and need of the project. This alternative is not, however, compatible with the social and economic needs expressed and associated with *The Utica United Recovery Plan, 2004* for the Village of North Utica, nor does it meet the purpose and need of the project. The UCFPD needs to relocate its facilities outside the 500-year floodplain. The *No-Action Alternative* results in the ambulances continuing to be housed at the existing fire station, which is within the 100-year floodplain.

²⁷ 2000 United States Census and the Illinois Rural economic Technical Assistance Center (RETAC).

The *No-Action Alternative* results in the UCFPD's ambulances continuing to be housed in the downtown area. The downtown area is the central core of the Village of North Utica; it consists of compact land-use that promotes the commercial and economic development of the downtown. The location of the ambulance facility in the downtown shouldn't affect the social and economic vitality of the Village, however, because the ambulance facility does not attract residents, shoppers, cultural or recreational traffic, or tourists.

3.4.6.2 Relocate and Provide Improved Satellite Facility (Preferred)

The *Relocate and Provide Improved Satellite Facility* alternative course of action meets the purpose and need of the project as proposed and does not conflict with the *2002 North Utica Comprehensive Plan* for the development of the Village of North Utica and its planned future social and economic needs. This alternative is compatible with the social and economic needs expressed and associated with *The Utica United Recovery Plan, 2004* for the Village of North Utica, including the replacement goals of the UCFPD's facility outside the 500-year floodplain.

Locating the Emergency Services Facility to the north and outside the downtown area shouldn't affect the social and economic vitality of the Village as a whole because the presence of emergency services does not attract residents, shoppers, cultural or recreational traffic, or tourists. Therefore, relocation from the downtown area will not affect the social and economic vitality of the community as a whole, or result in the loss of potential business in the commercial business areas of the Village.

Locating the Emergency Services Facility to the northern section of the Village of North Utica may result in expansion of the Village development towards the north. Northern development is already occurring, however, and the placement of the Emergency Services Facility is not expected to significantly change development patterns. Current zoning, annexation, and the existing development has been spreading north over the past years. Development is now underway to expand Seneca Manor, located north of downtown North Utica, by adding fifty homes. Additionally, large industrial developments at the northwest intersection of Illinois Route 178 and US Route 6 are planned. Locating the Emergency Facility is not expected to induce any significant additional "urban sprawl" over what is currently occurring. The Emergency Services Facility has nothing inherent that would be attractive enough to generate a significant incentive to provide new development.²⁸

3.4.6.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* alternative course of action meets the purpose and need of the project as proposed and does not conflict with the *2002 North Utica Comprehensive Plan* for the development of the Village of North Utica and its planned future social and economic needs. It is compatible with the social and economic needs expressed and associated with *The Utica United Recovery Plan, 2004* for the Village of North Utica and the replacement goals of the UCFPD's facility outside the 500-year floodplain.

²⁸ *Op. cit.*, *Conversations and meeting with the UCFPD.*

The *Relocate and Replace-in-Kind* site is the same northern site as that being considered for the *Relocate and Provide Improved Satellite Facility*. Impacts, therefore, will be the same as those discussed in Section 3.4.6.2 above.

3.4.6.4 Relocate to the Utica Elevator Warehouse

The *Relocate to the Utica Elevator Warehouse* alternative course of action meets the purpose and need of the project as proposed and does not conflict with the 2002 *North Utica Comprehensive Plan* for the development of the Village of North Utica and its planned future social and economic needs. It is compatible with the social and economic needs expressed and associated with *The Utica United Recovery Plan, 2004* for the Village of North Utica and the replacement goals of the UCFPD's facility outside the 500-year floodplain.

The *Relocate to the Utica Elevator Warehouse* alternative is not anticipated to have any impacts on the demographics or economics of the Village of North Utica. This alternative provides for continued, efficient emergency response services to the community from a generally central downtown location. This alternative's location is similar to the ambulance facility's historic location, which was approximately two blocks to the north. Both areas are similarly located in relationship to current Village development; therefore no changes are anticipated to Village growth or current commercial properties as a result of relocating the ambulance facility to the Utica Elevator Warehouse.

3.4.7 Environmental Justice

The Executive Order (EO 12898)²⁹ entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" generally directs federal agencies to focus attention on human health and environmental conditions in minority and/or low-income communities. There are no distinct clusters of minority or low-income populations within the UCFPD or the Village of North Utica, however the majority of the population in the downtown area are elderly and on fixed incomes.

Within the Village of North Utica, 145 persons out of the total population of 977 persons³⁰ are over 65 years of age. More persons over 65 years of age are concentrated within the Village of North Utica than in the remainder of the UCFPD area, however the distribution of the seniors is evenly split to between the northern and southern portions of the district.³¹

3.4.7.1 No-Action Alternative

The *No-Action Alternative* course of action will affect all persons of the UCFPD and the Village of North Utica because it provides for a less efficient emergency response. Minority or low-income population may experience a greater effect when compared to the non-minority population. These populations may feel a greater effect because their

²⁹ EO 12898; signed 11 February 1994; 59 FR 7629, 16 February 1994; amends E.O 12250, 2 November 1980; amended by: E.O 12948, 30 January 1995.

³⁰ *Ibid.*, 2000 US Census

³¹ *Op. cit.*, Conversations and meeting with the UCFPD.

alternative means of emergency medical transportation and assistance are less when compared to the non-minority or higher income populations.

3.4.7.2 Relocate and Provide Improved Satellite Facility (Preferred)

The *Relocate and Provide Improved Satellite Facility* alternative course of action will affect all persons of the UCFPD and the Village of North Utica because it provides for a more efficient emergency response. Minority or low-income population may experience a greater effect when compared to the non-minority population. These populations may feel a greater effect because their alternative means of emergency medical transportation and assistance are less when compared to the non-minority or higher income populations.

3.4.7.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site is the same site as that being considered for the *Relocate and Provide Improved Satellite Facility*. Impacts, therefore, will be the same as those discussed in Section 3.4.7.2 above.

3.4.7.4 Relocate to the Utica Elevator Warehouse

The *Relocate to the Utica Elevator Warehouse* alternative would not have disproportionate impacts to or effects borne predominantly by the minority or low-income population when compared to the non-minority population in the immediate project area, the UCFPD or the Village of North Utica. With the ambulance services relocated to the Utica Elevator Warehouse, the availability of service generally remains the same since the previous ambulance services because that building was approximately 2-1/2 blocks to the north.

3.4.8 Safety and Security

On 21 April 1997, President Clinton signed Executive Order (EO 13045)³² entitled “Protection of Children from Environmental Health Risks and Safety Risks”. EO 13045 directs federal agencies to “make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children and to ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.” EO 13045 does apply to the project because the alternatives affect the safety and security children.

The UCFPD responds to all emergency calls within its district, but due to the nature of emergency services, any impacts experienced by UCFPD service may be disproportionately felt by vulnerable populations. Vulnerable populations include children, elderly, handicapped, and the infirmed. Additionally, a new water park is being constructed within the UCFPD’s boundaries. The Grand Bear Lodge / Water Park is being constructed on Illinois Route 178 south of the Village of North Utica.

To ensure that and protection are provided to all persons, including children, within the UCFPD, the UCFPD provides for 27+ on-call firemen available for response. Thirteen of the firemen are

³² EO 13045; signed 21 April 1997; 62 FR 19885, 23 April 1997; revoked E.O 12606, 2 September 1987; amended by: EO 13229, 9 October 2001; EO 13296, 18 April 2003.

also trained as certified Emergency Medical Technicians (EMTs) and 8 firefighters qualify as First Responders.

On 5 January 1990, President Bush signed Executive Order (EO 12699)³³ entitled “Seismic Safety of Federal and Federally Assisted or Regulated New Building Construction”. EO 12699 directs federal agencies’ “development and promulgation of specifications, building standards, design criteria, and construction practices to achieve appropriate earthquake resistance for new . . . structures,” and directs federal agencies to conduct “an examination of alternative provisions and requirements for reducing earthquake hazards through Federal and federally financed construction, loans, loan guarantees, and licenses. EO 12699 does apply because the project as proposed is located within an area identified with the National Seismic Hazard Mapping Project depicted in Figure 11. The general location of North Utica, IL is N41° 20.4', W89° 00.6'. The seismic risk in this area is very small, with a peak acceleration of 8 to 10 %g having a 2 percent probability of exceedance in 50 years. The potential risk is low and is not significant

3.4.8.1 No-Action Alternative

The *No-Action Alternative* has the potential to impact safety and security for the Village of North Utica, including the adults and children of the UCFPD residents, as well as adults and children visitors to the Grand Bear Lodge / Water Park, Deer Park residential development, and visitors to Starved Rock State Park. Housing the ambulance facilities at the UCFPD Fire Station creates a potential for inefficient and unacceptable operations of both fire suppression and emergency medical services. The Fire Station’s physical facility is not suited for the combined operation of services. The facility will remain in an area that is not central to the UCFPD geographic center, population distribution, or historical service call distribution. The potential for operational difficulties could have disproportionate influence and affect on the most vulnerable populations, including children, by compromising efficient response. Impacts could be significantly adverse.

3.4.8.2 Relocate and Provide Improved Satellite Facility (Preferred)

The *Relocate and Provide Improved Satellite Facility* alternative results in the construction of a new Emergency Services Facility with sufficient capacity for equipment, supplies and facilities that will enable the UCFPD to provide both the fire suppression and medical emergency services for the health and safety of children and adults of the Village of North Utica, UCFPD, the Grand Bear Lodge / Water Park, Deer Park residential development, and visitors to Starved Rock State Park. A combined Emergency Services Facility provides for more efficient response to emergency calls. The relocation of both ambulance and fire services to the north side of the CSX Railroad tracks will not result in a deterioration of response times effecting safety or security. The UCFPD has in place an operating system for direct contact with the rail switching operations. This system initiates the clearing of both railroad crossings whenever emergency services are required to cross the CSX tracks. As a contingency plan, mutual aid is always available from other districts. No impacts that affect safety or EO 13045 compliance are anticipated.

³³ EO 12699; signed 5 January 1990; 55 F 835, 9 January 1990; amended by: E.O 13286, 28 February 2003.

Safety features are incorporated into the design of the Emergency Services Facility that will ensure that the ambulance's and/or fire suppression equipment are accessible in the event doors are damaged by wind, ice, rain, or are otherwise inoperable due to electrical failure. The doors are maintained in a "balanced" (neutral) position so that minimal physical effort is required for manual operation; special non-stick weather striping is utilized to promote easy opening; and an emergency electrical generation is available as a separate unit or as portable units on the fire suppression vehicles. Although no earthquake protection is required for this building by the Uniform Building Code, the Emergency Services Facility building is a pre-engineered, steel structure designed for Zone 1 seismic loading earthquake protection.³⁴ No impacts that affect EO 12699 compliance are anticipated.

To minimize risks to safety and human health during project construction, all construction activities will be performed using qualified personnel trained in the proper use of the equipment, including all appropriate safety precautions. Additionally, all activities will be conducted in a safe manner in accordance with standards specified in Occupational Safety and Health Act (OSHA) regulations.

Appropriate and applicable site specific specifications, building standards, design criteria, and construction practices will be used to assure building safety.³⁵

3.4.8.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site is the same site as that being considered for the *Relocate and Provide Improved Satellite Facility*. Safety and security issues and affects for the ambulance emergency medical services, therefore, will be the same as those discussed in Section 3.4.8.2 above.

3.4.8.4 Relocate to the Utica Elevator Warehouse

The *Relocate to the Utica Elevator Warehouse* alternative results in the construction of a new ambulance facility that will enable the UCFPD to provide for the health and safety of children and adults of the Village of North Utica, UCFPD, the Grand Bear Lodge / Water Park, Deer Park residential development, and visitors to Starved Rock State Park. No delays in emergency service response time are anticipated. No impacts that affect safety or EO 13045 compliance are anticipated.

Earthquake protection is not required in the North Utica area; it would not be provided in facility upgrades. The facility will be constructed to conform to ADA requirements. Appropriate and applicable site specific specifications, building standards, design criteria, and construction practices for the building and the anchorage to the foundation will be used to assure building safety.³⁶

To minimize risks to safety and human health during project construction, all construction activities will be performed using qualified personnel trained in the proper

³⁴ R. Johnson Architects, Inc. meeting with Robert W. Johnson, AIA, at the meeting with UCFPD 25 May 2005.

³⁵ *Op. cit.*, 2003 International Building Code, Sections 1616.4.1, 1616.4.2, and 1616.4.3.

³⁶ *Ibid.*

use of the equipment, including all appropriate safety precautions. Additionally, all activities will be conducted in a safe manner in accordance with standards specified in Occupational Safety and Health Act (OSHA) regulations.

3.5 Cultural Resources

In addition to review under NEPA, consideration of impacts to cultural resources is mandated under Section 106 of the *National Historic Preservation Act* (NHPA), as amended and implemented by *36 CFR Part 800*. Requirements include identification of significant historic properties that may be impacted by the proposed action. Historic properties are defined as archaeological sites, standing structures, or other historic resources listed in or eligible for listing in the National Register of Historic Places (*36 CFR 60.4*).

As defined in *36 CFR Part 800.16(d)*, the Area of Potential Effect (APE) “is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist.”

In addition to identifying historic properties that may exist in the proposed project’s APE, FEMA must also determine, in consultation with the appropriate State Historic Preservation Officer (SHPO), what affect, if any, the action will have on historic properties. Moreover, if the project would have an adverse affect on these properties, FEMA must consult with SHPO on ways to avoid, minimize, or mitigate the adverse impacts to resources considered important in our nation’s history.

A letter was sent by FEMA on 8 April 2005 to the Illinois State Historic Preservation Agency (IHPA) requesting, “Concurrence with a Determination of ‘No Historic Properties Affected’ for the relocation of the Utica Community Fire Protection Agency facilities, North Utica, LaSalle County, Illinois”. The request was based on the results of a literature search and a Phase I field survey. The request for concurrence in the determination was in accordance with Section 800.4(d) (1) of “no historic properties affected” for this project. Documentation of the coordination correspondence with the IHPA is provided in Appendix C.

Concurrence from IHPA was received on 12 April 2005.

3.5.1 Historic Architecture

The Preservation Services Division of the Historic Architectural and Archaeology Resources Geographic Information System (HAARGIS) of the IHPA were consulted for the Village of North Utica and LaSalle County. The HAARGIS allows for the investigation and review of potentially significant properties according to the best data available in IHPA office. Only those properties that have been officially designated by the National Park Service (NPS) in the National Register (NR) as a National Register of Historic Places (NRHP) property have special standing with programs in the IHPA office.

Consulting the NRHP resulted in the identification of a private ownership site along Dee Bennett Road in Utica, Illinois. This site was identified as “Spring Valley House—Sulfur Springs Hotel”, also known as “Half-Way House”. None of the alternative ambulance building replacement locations are involved with or adjacent to the identified historic property.

The IHPA advised on 12 April 2005, that "...we have determined based upon this report, that no significant historic, architectural, and archaeological resources are located in the project area."

3.5.1.1 No-Action Alternative

The *No-Action Alternative* will not involve or impact any standing structures.

3.5.1.2 Relocate and Provide Improved Satellite Facility (Preferred)

The *Relocate and Provide Improved Satellite Facility* alternative will not involve or impact any known historic standing structures or properties. The location is not within or adjacent to any NRHP sites or historic districts.

3.5.1.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* alternative will not involve or impact any known historic standing structures or properties. The location is not within or adjacent to any NRHP sites or historic districts.

3.5.1.4 Relocate to the Utica Elevator Warehouse

The *Relocate to the Utica Elevator Warehouse* alternative will not involve or impact any known historic standing structures or properties. The location is not within or adjacent to any NRHP sites or historic districts.

3.5.2 Archaeological Resources

The IHPA HAARGIS delineates archaeological "high probability areas" as defined by Illinois state law, but does not identify specific known archaeological areas. Most of these sites, except for those publicly owned, are exempt from general public access under the State of Illinois Freedom of Information Act. Only professional archaeologists qualified for legitimate research are allowed access to the information.

The NRHP listed four sites of archaeological significance for prehistoric and/or historic-aboriginal informational potential. These sites are identified as:

- § Corbin Farm Site, also known as 11LS5, Utica, IL
- § Hotel Plaza Site, also known as 11LS61, Utica, IL
- § Little Beaver Site, also known as 11LS186, Utica, IL
- § Shaky Shelter Site, also known as 11LS402, Utica, IL

None of the alternative ambulance building replacement relocation sites are involved with or adjacent to any of the above properties, nor are they in the immediate proximity. No impacts are anticipated to the above archaeological resources.

A Phase I archaeological survey was conducted by FEMA 23 March 2005 at the location proposed for the *Relocate and Provide Improved Satellite Facility* alternative. No evidence of any pre-historic or historic sites was encountered. FEMA submitted a report 8 April 2005 advising IHPA that a determination of no effect to historic properties was made.

The IHPA advised on 12 April 2005 that “Our staff has reviewed the archaeological Phase I reconnaissance report performed for the project referenced above. The Phase I survey and assessment of the archaeological resources appear to be adequate. Accordingly, we have determined, based upon this report, that no significant historic, architectural, and archaeological resources are located in the project area.” Documentation of coordination with the IHPA and their findings correspondence is provided in Appendix C.

3.5.2.1 No-Action Alternative

The *No-Action Alternative* will not require any disturbance or excavation of the ground and will not impact any existing or high probability archaeological areas.

3.5.2.2 Relocate and Provide Improved Satellite Facility (Preferred)

The *Relocate and Provide Improved Satellite Facility* alternative would require ground disturbing and excavation activities in order to develop a combined Emergency Services Facility. The disturbance would involve a total area of 1.26 acres. A Phase I archaeological survey conducted on 23 March 2005 found no evidence of a pre-historic or historic site/s.

To ensure that any archaeological resources, aboriginal records, or antiquities of archaeological, paleontological, or historical significance that may exist and be inadvertently and unexpectedly uncovered are protected during implementation of the project, the applicant and contactor will monitor the excavation activities. If any artifacts or human remains are found during the excavation process, all work will cease and the applicant will notify FEMA, the Illinois State Museum, and the SHPO for further direction and mitigation necessary. It is not anticipated that the *Relocate and Provide Improved Satellite Facility* alternative will encounter or impact archaeological resources.

3.5.2.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site is the same site as that being considered for the *Relocate and Provide Improved Satellite Facility*. Archaeological issues and the requirements for if artifacts or human remains are found will be the same as those discussed in Section 3.5.2.2 above.

3.5.2.4 Relocate to the Utica Elevator Warehouse

The *Relocate to the Utica Elevator Warehouse* alternative would occur within the existing Utica Elevator Warehouse structure. Minimal, if any, ground disturbing or excavation activities are anticipated. It is not anticipated that any cultural resource materials would be present due to the fact that the area has been previously disturbed.

However, to ensure that any archaeological resources, aboriginal records, or antiquities of archaeological, paleontological, or historical significance that may exist and be inadvertently and unexpectedly uncovered are protected during implementation of the project, the applicant and contactor will monitor the excavation activities. If any artifacts or human remains are found during the excavation process, all work will cease and the applicant will notify FEMA, the Illinois State Museum, and the SHPO for further

direction and mitigation necessary. It is not anticipated that the *Relocate and Provide Improved Satellite Facility* alternative will encounter or impact archaeological resources.

3.5.3 American Indian Coordination and Religious Sites

There are no known tribal affiliations or Native American Indian religious sites in the ambulance building replacement and relocation areas.

3.5.3.1 No-Action Alternative

The *No-Action Alternative* will not require any disturbance or excavation of the ground and will not impact any existing known tribal affiliations or Native American Indian religious sites or high probability archaeological areas. No impacts will occur.

3.5.3.2 Relocate and Provide Improved Satellite Facility (Preferred)

The *Relocate and Provide Improved Satellite Facility* alternative would require ground disturbing and excavation. The disturbance would involve a total area of 1.26 acres. A Phase I archaeological survey conducted on 23 March 2005 resulted in no cultural materials being found. No impacts are anticipated.

To ensure that any archaeological resources, aboriginal records, or antiquities of archaeological, paleontological, or historical significance that may exist and be inadvertently and unexpectedly uncovered are protected during implementation of the project, the applicant and contactor will monitor the excavation activities. If any artifacts or human remains are found during the excavation process, all work will cease and the applicant will notify FEMA, the Illinois State Museum, and the SHPO for further direction and mitigation necessary. It is not anticipated that the *Relocate and Provide Improved Satellite Facility* alternative will encounter or impact Native American Indian religious sites.

3.5.3.3 Relocate and Replace-in-Kind

The *Relocate and Replace-in-Kind* site is the same site as that being considered for the *Relocate and Provide Improved Satellite Facility*. No impacts are anticipated. Cultural resource issues and the requirements for if artifacts or human remains are found will be the same as those discussed in Section 3.5.3.2 above.

3.5.3.4 Relocate to the Utica Elevator Warehouse

The *Relocate to the Utica Elevator Warehouse* alternative would occur within the existing Utica Elevator Warehouse structure. Minimal, if any, ground disturbing or excavation activities are anticipated. It is not anticipated that any cultural resource materials would be present due to the fact that the area has been previously disturbed.

However, to ensure that any archaeological resources, aboriginal records, or antiquities of archaeological, paleontological, or historical significance that may exist and be inadvertently and unexpectedly uncovered are protected during implementation of the project, the applicant and contactor will monitor the excavation activities. If any artifacts or human remains are found during the excavation process, all work will cease and the applicant will notify FEMA, the Illinois State Museum, and the SHPO for further

direction and mitigation necessary. It is not anticipated that the *Relocate to the Utica Elevator Warehouse* alternative will encounter or impact Native American Indian religious sites.

The following AFFECTED ENVIRONMENT and CONSEQUENCES Table 2, Impact Summary, summarizes the issues and anticipated impacts from the different alternatives for the replacement of the UCFPD ambulance building.

AFFECTED ENVIRONMENT and CONSEQUENCES

Table 2 – Impact Summary

Affected Environment Issue Areas	Location in Text (Section)	Summary of Impacts Alternatives			
		<i>No-Action</i>	<i>Relocate and Provide an Improved Satellite Facility</i>	<i>Relocate and Replace-in-Kind</i>	<i>Relocate to the Utica Elevator Warehouse</i>
Physical Environment	3.1				
<i>Topography, Seismicity, Soils</i>	3.1.1	None	Soils will be impacted; more than 1-acre of soil will be exposed. An NPDES General Construction Permit and a SWPPP required for mitigation, along with BMPs.	Soils will be impacted; more than 1-acre of soil will be exposed. An NPDES General Construction Permit and a SWPPP required for mitigation along with BMPs.	None
<i>Prime Farmland</i>	3.1.2	None	Permanent elimination of 1.26 acres of cultivated “prime farmland”. The mitigation applicable to this alternative is to convert only that minimal amount of farmland that is absolutely necessary for a facility for fire suppression and emergency medical services to protect human safety.	Permanent elimination of 1.26 acres of cultivated “prime farmland”. The mitigation applicable to this alternative is to convert only that minimal amount of farmland that is absolutely necessary for a facility for emergency medical services to protect human safety.	None
<i>Water Resources, Water Quality</i>	3.1.3	Remains at location within the 100/500-year floodplain.	There will be a short-term effect to water quality from construction. The NPDES General Construction Permit is required and a SWPPP required for mitigation along with best management practices (BMPs).	There will be a short-term effect to water quality from construction. The NPDES General Construction Permit is required and a SWPPP required for mitigation along with best management practices (BMPs).	There could be minimal, short-term effect, to water quality if grading activities occur. Mitigation for soil erosion and sedimentation would be required, along with best management practices (BMPs).
<i>Floodplain Management (E.O 11988)</i>	3.1.4	Restores minimal amount of floodplain storage; removes stormwater pollution source. Remains at location within the 100/500-year floodplain.	Restores minimal amount of floodplain storage; removes stormwater pollution source. Removed from the 100/500-year floodplain.	Restores minimal amount of floodplain storage; removes stormwater pollution source. Removed from the 100/500-year floodplain.	Restores minimal amount of floodplain storage; removes stormwater pollution source. Surrounded by 100/500-year floodplain. Facility has potential to become isolated during flood events.

AFFECTED ENVIRONMENT and CONSEQUENCES

Table 2 – Impact Summary

Affected Environment Issue Areas	Location in Text (Section)	Summary of Impacts Alternatives			
		<i>No-Action</i>	<i>Relocate and Provide an Improved Satellite Facility</i>	<i>Relocate and Replace-in-Kind</i>	<i>Relocate to the Utica Elevator Warehouse</i>
<i>Air Quality</i>	3.1.5	None	There will be localized, short-term impacts to air quality due to construction generated airborne dust and exhaust fumes from operating equipment. Mitigation will consist of developing appropriate and acceptable BMPs of dust control practices, such as watering all active grading areas, exposed surfaces to vehicle travel, and storage piles; along with the cessation of any surface grading in high winds, and prevention of dirt track-out to paved roadways. No adverse operational air quality effects.	There will be localized, short-term impacts to air quality due to construction generated airborne dust and exhaust fumes from operating equipment. Mitigation will consist of developing appropriate and acceptable BMPs of dust control practices, such as watering all active grading areas, exposed surfaces to vehicle travel, and storage piles; along with the cessation of any surface grading in high winds, and prevention of dirt track-out to paved roadways. No adverse operational air quality effects.	There is a minor possibility that localized, short-term impacts to air quality due to construction generated airborne dust and exhaust fumes from operating equipment could occur. Mitigation will consist of developing appropriate and acceptable BMPs of dust control practices. No adverse operational air quality effects...
Biological Environment	3.2				
<i>Terrestrial and Aquatic Environment</i>	3.2.1	None	None	None	None
<i>Wetlands (EO 11990)</i>	3.2.2	None	None	None	None
<i>Threatened and Endangered Species</i>	3.2.3	None	None	None	None

AFFECTED ENVIRONMENT and CONSEQUENCES

Table 2 – Impact Summary

Affected Environment Issue Areas	Location in Text (Section)	Summary of Impacts Alternatives			
		<i>No-Action</i>	<i>Relocate and Provide an Improved Satellite Facility</i>	<i>Relocate and Replace-in-Kind</i>	<i>Relocate to the Utica Elevator Warehouse</i>
Hazardous Materials	3.3	Remains within the 100/500-year floodplain flood prone area susceptible to involvement with special waste and hazardous materials.	There is a low potential of any involvement or risk associated with any hazardous or special waste materials.	There is a low potential of any involvement or risk associated with any hazardous or special waste materials	There is a moderate potential of involvement or risk associated with hazardous or special waste materials. Further specific site investigation and sampling would be appropriate to make a determination.
Socio-Economics	3.4				
<i>Zoning and Land Use</i>	3.4.1	None	None	None	Rezoning of property needed. Compatible with adjacent developed and future land use planning.
<i>Visual Resources</i>	3.4.2	None	None	None	None
<i>Noise</i>	3.4.3	Temporary, but necessary, short-term highly intense noise approaching 120 dBA impacting a small area of residential population in the immediate vicinity at time of initial fire equipment and ambulance run, and small areas of population along the emergency route at any one time.	Temporary, but necessary, short-term highly intense noise approaching 120 dBA impacting a small area of residential population in the immediate vicinity at time of initial fire equipment and ambulance run, and small areas of population along the emergency route at any one time.	Temporary, but necessary, short-term highly intense noise approaching 120 dBA impacting a small area of residential population in the immediate vicinity at time of initial ambulance run, and small areas of population along the emergency route at any one time.	Temporary, but necessary, short-term highly intense noise approaching 120 dBA impacting a small area of residential population in the immediate vicinity at time of initial ambulance run, and small areas of population along the emergency route at any one time.

AFFECTED ENVIRONMENT and CONSEQUENCES

Table 2 – Impact Summary

Affected Environment Issue Areas	Location in Text (Section)	Summary of Impacts Alternatives			
		<i>No-Action</i>	<i>Relocate and Provide an Improved Satellite Facility</i>	<i>Relocate and Replace-in-Kind</i>	<i>Relocate to the Utica Elevator Warehouse</i>
<i>Public Services</i>	3.4.4	Inadequate facilities for equipment and support services. Impacts on the efficient provision of emergency services.	Response time to the south of the UCFPD increases because distance increases by approximately 1.5 miles, travel through the entire business district of the Village, and potential lost time due to blockage of the railroad tracks.	Response time to the south of the UCFPD increases because distance increases by approximately 1.5 miles, travel through the entire business district of the Village, and potential lost time due to blockage of the railroad tracks.	None – site location is within two blocks of previous facility.
<i>Traffic and Circulation</i>	3.4.5	None	No impacts to roadway traffic and circulation patterns. Slight increase in normal response times to locations south of the downtown central business district.	No impacts to roadway traffic and circulation patterns. Slight increase in normal response times to locations south of the downtown central business district.	None - site location is within two blocks of previous facility.
<i>Demographics and Economics</i>	3.4.6	Does not meet the social and economic needs expressed and associated with <i>The Utica United Recovery Plan, 2004</i> and impacts the UCFPD present day and future needs. Location is not central to the UCFPD service area or resident population distribution.	Location is central to the UCFPD service area and resident population distribution and to the distribution of senior residents.	Location is central to the UCFPD service area and resident population distribution and to the distribution of senior residents.	Location is not central to the UCFPD service area or resident population distribution.

AFFECTED ENVIRONMENT and CONSEQUENCES

Table 2 – Impact Summary

Affected Environment Issue Areas	Location in Text (Section)	Summary of Impacts Alternatives			
		<i>No-Action</i>	<i>Relocate and Provide an Improved Satellite Facility</i>	<i>Relocate and Replace-in-Kind</i>	<i>Relocate to the Utica Elevator Warehouse</i>
<i>Environmental Justice</i>	3.4.7	Impacts will occur to all persons of the UCFPD and the Village of North Utica. Higher impacts to minority or low-income population because their medical transportation needs are greater because of inadequate physical facilities and potential operational problems.	None	None	None
<i>Safety and Security</i>	3.4.8	Disproportionate impacts to safety and security of the most vulnerable populations, including children because of inadequate physical facilities and potential operational problems.	None	None	None
Cultural Resources	3.5				
<i>Historic Architecture</i>	3.5.1	None	None	None	None

AFFECTED ENVIRONMENT and CONSEQUENCES

Table 2 – Impact Summary

Affected Environment Issue Areas	Location in Text (Section)	Summary of Impacts Alternatives			
		<i>No-Action</i>	<i>Relocate and Provide an Improved Satellite Facility</i>	<i>Relocate and Replace-in-Kind</i>	<i>Relocate to the Utica Elevator Warehouse</i>
<i>Archaeological Resources</i>	3.5.2	None	None	None.	None.
<i>American Indian Coordination and Religious Sites</i>	3.5.3	None	None	None	None

IV. Secondary and Cumulative Impacts

This section addresses the secondary and cumulative impacts of the proposed action. Secondary effects are those impacts which are "...caused by an action and are later in time or further removed in distance but are still reasonably foreseeable" (40 CFR 1508.8), such as a new development attracted to the vicinity of an intersection created by a new highway facility. Cumulative effects are those "...impacts which result from the incremental consequences of an action when added to other past and reasonably foreseeable future actions" (40 CFR 1508.7). An example of a cumulative effect would be the degradation of a stream's water quality by several developments which taken individually would have minimal effects, but as a collective action would cause a measurable negative impact.

The local community administers control for land use decisions that influence the replacement of the UCFPD ambulance building. Such controls are identified to varying degrees in the local comprehensive plan *2002 North Utica Comprehensive Plan*, zoning ordinances, development standards, subdivision and commercial development regulations, floodplain development permits, and similar documents that may be applicable. The local planning agency, the North Utica Planning Commission, generally specifies policies that should be followed to ensure that planning goals are compatible with or reflect the strategies of the North Central Council of Governments.

Population growth and proposed land use changes within the area surrounding the Village of North Utica and areas adjacent to Illinois Route 178 were addressed in Sections 3.1.3 *Prime Farmland*, 3.4.1 *Zoning and Land Use*, and 3.4.7 *Demographics and Economics*. The majority of land in the North Utica area is agricultural and farmsteads, with low-density, single-family scattered throughout the area. Recreational development (Grand Bear Lodge / Water Park) is currently being developed to the south, a large industrial tract / commodity distribution is planned to the north and northeast. The Village of North Utica has annexed and re-zoned property in the Illinois Route 178 corridor in anticipation of development moving north into and through the area toward the major surface transportation routes of US Route 6 and I-80. The general trend has been to have commercial and industrial development occur adjacent to highways corridors and adjacent to established community boundaries, with residential development usually occurring either further away and/or in closer proximity to the community core area (central business district). It is reasonable to assume that agricultural land will continue to be converted to other uses in the vicinity of any of the alternative ambulance building relocation sites. This potential loss or conversion of additional agricultural land is considered a secondary impact from the development of an Emergency Services Facility since the facility could cause future developments to be attracted to areas where public services and emergency service facilities are considered more available. A secondary impact that could be reasonably expected, therefore, is the loss or conversion of additional prime farmland.

The cumulative influences resulting from incremental changes of various land use would be an increase in the amount of vehicle emissions, increased traffic and background noise levels in the North Utica area, and increased pressures for basic public services and infrastructure improvements such as new and/or reconstructed roadways, water, sewer, telecommunication

facilities, and associated access, storm water detention, schools, fire, police and emergency medical services, and medical support facilities.

A major infrastructure improvement, resulting from these cumulative influences and incremental changes, is the possibility of a future IDOT and Village of North Utica roadway project for the extension of Mill Street. This extension would occur with the realignment of Illinois Route 178 through the Central Business District.³⁷ It would alleviate long-standing traffic related issues of trucks in the Central Business District, address operational deficiencies that exist, and provide enhanced emergency vehicle access to the portions of the Village separated by the CSX Railroad tracks. The Illinois Route 178 roadway project is expected to extend from Jefferson Street on the south to Lincoln Street on the north, with the provision of an alternate roadway (North Side Connector) to Illinois Route 178 when the CSX Railroad crossing at Division Street is blocked during switching operations. It is likely that these changes will result in conceptual changes in the land use planning for the Village of North Utica.

³⁷ An Illinois Department of Transportation Open House Public Informational Meeting for Illinois Route 178, LaSalle County was held on the 14th of December 2004, from 4:00 pm to 7:00 pm at the Knights of Columbus Hall, North Utica, Illinois.

V. Public Participation

Relevant regulatory and resource agencies, including the Village of North Utica, UCFPD, the NRCS, and the State Historic Preservation Officer (SHPO), were contacted prior to and during the preparation of this EA. Summary of consultations and communications is provided in Section VII.

In the months following the 20 April 2004 tornado, a *Rough Draft – Utica United Recovery Plan* was prepared by FEMA and copies of the plan were hand-delivered to every family, business, and local official in North Utica on 28 and 29 June 2004. To help further assess how the community would prioritize the recovery process, each copy of the draft plan included a Comment Sheet requesting the respondent to choose their top five projects, and to provide detailed comments on the draft plan. A total of 115 responses were received. The restoring of the ambulance building and services emerged as a high priority.

A public scoping meeting was held on 8 July 2004 at *Celebrations 150* for the purpose of reviewing the *Final Draft of the Utica United Recovery Plan*. More than 230 Utica residents, businesses, and local officials attended this public meeting to hear and see the presentation of the Utica United Recovery Plan. Notice of the public meeting was published in the area through a local newspaper (NewsTribune) two times for two successive weeks prior to the meeting. A notice of FEMA's intention to prepare an EA was also posted in the Village Hall of North Utica.

A Public Hearing conducted by the Planning Commission of the Village of North Utica was held 29 July 2004. This hearing was held at the Knights of Columbus Hall in North Utica. The chairman of the Planning Commission and six of the planning commissioners attended the hearing. The purpose of the hearing was for the consideration and hearing of testimony regarding the petition of the UCFPD concerning property and zoning for relocation of emergency services and facility within the Village of North Utica at a location generally and immediately south of US Route 6 along Illinois Route 178. The public hearing was combined with a FEMA public scoping meeting for the preparation of an EA. A representative from FEMA explained the NEPA process for the preparation of an EA and described the proposed action and alternatives to be assessed in the EA. Facts Sheets were distributed to the fifteen members of the public in attendance, and their comments were solicited. Persons attending the hearing were invited to make suggestions in order to ensure that the full range of environmental issues related to the Proposed Action was identified. No written comments from the meeting were received. However a petition opposing the move from the downtown area with 274 signatures was discussed. Notice of the public hearing was published in the area through a local newspaper (Daily News-Tribune) two times for two successive weeks prior to the meeting. The Certificate of Publication describing the circulation and all the completed requirements and copy of the Public Notice is reproduced in Appendix D.

The Public Hearing of 29 July 2004 was continued at the regular monthly meeting of the Planning Commission of the Village of North Utica was held on Wednesday Utica 4 August 2004. This meeting was again held at the Knights of Columbus Hall in North Utica. The chairman of the Planning Commission and six of the planning commissioners attended the hearing and meeting. At this Planning Commission meeting two members of the public (not

identified in the minutes of the meeting) and Trustee Pawlak asked about the petition signatures and expressed their concern about the UCFPD moving the ambulance building from its previous location to the proposed location on Illinois Route 178 near US Route 6. The response to opposition cited that the current site is located within the 100-year flood plain and therefore not eligible for federal funding if other alternatives are available. Their concern was related to response times to the downtown due to the ambulances being further away. Their concern was responded to with the statement that the UCFPD is committed to serving everyone equally within the district. There was also concern about the ability of responding volunteers and ambulances to traverse the hill up the north bluff of the Illinois River Valley when there is ice and snow on the roadway. That comment was considered and received a response that the emergency personnel live throughout the district and would therefore not necessarily be impacted by icy conditions on the hill. Ambulances may be impacted by icy conditions on the hill regardless of where the Emergency Services Facility is located.

An announcement that a Draft EA is available for review was made with a Public Notice filed with the Daily News-Tribune (LaSalle / Peru) and the Daily-Times (Ottawa) on **Friday, June 17, 2005**. Additionally, individual notices were mailed to property owners located within one-quarter mile of the location proposed for the *Relocate and Provide Improved Satellite Facility* alternative. These public notices advised that the Draft EA could be reviewed at the Village of North Utica offices and the Village of Utica Public Library. The public was given 21 days for the opportunity to review the document and respond with their comments. The draft EA was also made available for review on the internet at <http://www.fema.gov/ehp/docs.shtm> .

VI. Conditions, Mitigation Measures, and Permits

Conditions

A site specific geotechnical investigation will be necessary to provide soil and structural information for design and construction of the proposed *Relocate and Provide Improved Satellite Facility* alternative facility, in order to comply with criteria identified in the Uniform Building Code.

Mitigation

Construction at the site will require a NPDES permit and mitigation consisting of the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The plan will incorporate measures recommended in the site specific geotechnical report prepared for the project. BMPs will be followed for temporary and permanent erosion and sediment control with appropriate monitoring and maintenance to ensure effectiveness. To minimize affects to the maximum extent practicable from soil erosion and sedimentation, BMPs will include directing storm water runoff away from disturbed areas and trapping sediment on the site using a combination of appropriate methods that will provide practicable erosion and sediment control measures.

Compliance with applicable site specific mitigation measures required by IDOT for temporary construction and permanent access to a State Highway (Illinois Route 178) in accordance with the IDOT *Standard Specifications for Road and Bridge Construction*, 1 January 2002 will be required.

The contractor, the Village of North Utica, LaSalle County, and UCFPD personnel will meet to review the nature and extent of potential and known dust-generating activities. They will cooperatively develop specific BMPs for the control of dust which are appropriate to the project and local situations. Standard acceptable BMP dust control practices, such as watering all active grading areas, exposed surfaces to vehicle travel, and storage piles; along with the cessation of any surface grading in high winds, and prevention of dirt track-out to paved roadways; shall be included in the construction specifications.

The development of either the *Relocate and Provide Improved Satellite Facility* or *Relocate and Replace-in-Kind* alternatives will require ground disturbing and excavation activities. To ensure that any archaeological resources, aboriginal records, or antiquities of archaeological, paleontological, or historical significance that may exist and be inadvertently and unexpectedly uncovered are protected during implementation of the project, the applicant and contactor will monitor the excavation activities. If any artifacts or human remains are found during the excavation process, all work will cease and the applicant will notify FEMA, the Illinois State Museum, and the SHPO for further direction and mitigation necessary.

Permits

Under the NPDES storm water program, compliance with the NPDES General Construction Permit is required for construction activities disturbing (exposing) more than 1.0 acre of soil. The State of Illinois is the NPDES permitting authority. Construction of either the *Relocate and Provide Improved Satellite Facility* or *Relocate and Replace-in-Kind* alternatives will require a NPDES permit.

Compliance with applicable permits required by the IDOT for temporary construction and permanent access to a State highway (Illinois Rout 178) in accordance with the IDOT *Standard Specifications for Road and Bridge Construction*, 1 January 2002 will be required.

VII. Consultations, Communications and References

This section summarizes the consultations, resource agency coordination, and references that were conducted in the course of developing this EA. Additional information related to these communications can be found in Appendix E.

Consultations and Communications

Ms Millie Kreiser was contacted on 3 August 2004 for information on the property proposed for the *Relocate and Provide Improved Satellite Facility* or *Relocate and Replace-in-Kind* alternatives.

Mr. Kevin W. Heitz, P.E., the Village of North Utica Engineer, was contacted on 5 August 2004. He provided information on the property proposed for the *Relocate and Provide Improved Satellite Facility* or *Relocate and Replace-in-Kind* alternatives.

Ms Anne Haaker, the Deputy State Historic Preservation Officer, was contacted on 5 August 2005. She advised that an archaeological survey on the property proposed for the *Relocate and Provide Improved Satellite Facility* or *Relocate and Replace-in-Kind* alternatives would be necessary.

Mr. John Garrity of the NRCS in LaSalle County was contacted by on 6 August 2004 for information on agricultural land.

Ms Angie Brown, North Utica Village Clerk, was contacted on 2 November 2004 for information related to community demographics.

Mr. Craig Hullinger, FEMA Long-term Recovery Manager, was contacted on 3 November 2004 to secure information on the recovery effort.

Mr. Kevin Heitz, North Utica Village Engineer, was contacted by 11 November 2004 for information related to Village utilities.

Mr. Bill Wujek and Mike Payne, Trustees for the UCFPD, provided information on UCFPD services on 11 November 2004.

Mr. Jeffery B. Shaw, P.E., Studies & Plans Unit Chief, for District 3 of the Illinois Department of Transportation was contacted on 14 December 2004. Mr. Shaw provided information related to the relocation of Illinois Route 178 through North Utica.

Ms Anne Haaker, the Deputy State Historic Preservation Officer, was contacted on 4 January 2005. Ms Haaker advised that a Phase I archeological study would be required.

Mr. Mike Payne and Bill Wujek, UCFPD Trustees, provided information at a meeting held on 25 May 2005. Information provided related to historic ambulance and fire response calls within the UCFPD, potential location and operational impacts, land use, socio-economic issues, and related environmental issues.

Coordination

Coordination has occurred with various resource and regulatory agencies. In addition, the following agencies and organizations were sent the Draft EA for their comments.

Federal Emergency Management Agency
Ms. Jeanne Millin
Regional Environmental Officer
536 South Clark Street
Chicago, IL 60605

Federal Emergency Management Agency
Craig Hullinger
Long Term Recovery Manager
Village of North Utica Village Hall
142 Mill Street
North Utica, IL 61373

U.S. Fish & Wildlife Service
Richard C. Nelson, Field Supervisor
Rock Island Field Office
4469 48th Avenue Court
Rock Island, IL 61201

Natural Resource Conservation Service
John Garrity, Soil Conservation Technician
Ottawa Service Center
1691 N 31st Road
Ottawa, IL 61350-9640

Illinois Department of Natural Resources
Rich Lewis
Division of Resource Review & Coordination
One Natural Resources Way
Springfield, IL 62702-1271

Illinois Historic Preservation Agency
Anne Haaker
Deputy State Historic Preservation Officer
Preservation Services
#1 Old State Capital Plaza
Springfield, IL 62701-1507

Village of North Utica
Village Hall
142 Mill Street
North Utica, IL 61373

Kevin W. Heitz, P.E.
Village of North Utica Engineer
Chamlin & Associates
3017 Fifth Street
Peru, IL 61354

Scott Cofoid
Village of North Utica Inspector
LaSalle County Courthouse
Madison & Columbus Streets
Ottawa, IL 61350

Utica Community Fire Protection District
214 Mill Street
North Utica, IL 61373

Illinois Department of Transportation
District 3
Jeffrey B. Shaw, P.E.
Studies & Plans Unit Chief
700 East Norris Drive
Ottawa, IL 61350

References

Federal Emergency Management Agency (FEMA)

The Utica United Recovery Plan; FEMA, Washington, DC, July 2004

Flood Insurance Rate Map, LaSalle County, Illinois, September 2001

Illinois Department of Natural Resources Information Network (INRIN), 2004

<http://www.inhs.uiuc.edu/chf/pub/ifwis/birds/index.html>

<http://www.inhs.uiuc.edu/cbd/ilspecies/ilsplist.html>

Illinois Department of Natural Resources (IDNR), National Wetland Inventory Maps (NWI), Illinois Geographic Information System (IGIS), Digital Datasets of Illinois CD-ROM, Revision 1, Volumes 1 & 2, May 1996.

Illinois Department of Transportation (IDOT)

Standard Specifications for Road and Bridge Construction, January 1, 2002

Illinois Department of Transportation (IDOT)

Feasibility Study for the Realignment of Illinois Route 178 North Utica, Illinois; prepared for IDOT District 3, Ottawa, Illinois. Data and timings of closure for traffic and railroad crossings recorded on May 05, 2004.

Illinois Emergency Medical Services (EMS) Agency information

<http://www.ilems.com>

<http://departments.firehouse.com/dept/UticaIL>

<http://www.fire-ems.net/firedept/view/UticaIL>

Illinois Historic Preservation Agency (IHPA), Preservation Services, Historic / Archaeological Resources (HAARGIS) Geographic Information System (GIS)

<http://www.state.il.us/hpa/PS/haargis.htm>

Illinois State Geological Survey

USGS and Center for Earthquake Research and Information, University of Memphis, TN. ISGS EGN 133.

http://www.isgs.uiuc.edu/earthquakes/appgeophys_eq_maps.htm

National Register of Historic Places, National Register Information System, February 2005;

<http://www.nr.nps.gov>

National Register of Historic Places (HRHP),

<http://nationalregisterofhistoricplaces.com/IL/La+Salle/state.html>

North Utica Planning Commission and North Central Illinois Council of Governments

2002 North Utica Comprehensive Plan; prepared by: North Utica Planning Commission and North Central Illinois Council of Governments, July 2002.

<http://www.utica-il.gov/documents2.asp>

United States Census Bureau (2000 Census)

<http://www.census.gov>

United States Department of Agriculture (USDA)

Soil Survey: LaSalle County, Illinois. Prepared by Alexander & Paschke for the University of Illinois Agriculture Experimental Station in cooperation with the Soil Conservation Service, USDA, 1972

United States Department of Transportation, Federal Highway Administration (FHWA)

Traffic Noise Model Version 2.5 (TNM 2.5), Look-Up Tables

<http://www.trafficnoisemodel.org/tnmlookup.html>

United States Environmental Protection Agency (USEPA)

Sole-Source Aquifers - <http://www.epa.gov/ogwdw/swp/ssa/reg5.html>

CERCLIS - http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

United States Fish & Wildlife Service (USF&WS)

Wetlands NWI – <http://wetlandsfws.er.usgs.gov>

United States Geological Survey

Stover, Carl W., and Coffman, Jerry L. 1992, *Seismicity of the United States, 1568-1989 (Revised)*. Professional Paper 1527. Denver, CO.

United States Geological Survey

Nelson, W. John. 1995, *Structural Features in Illinois*, Bulletin 100

Utica Community Fire Protection District (UCFPD)

“Utica Fire Protection District Run Report”, 2003

Village of North Utica, Illinois

“Draft Zoning Ordinance”, June 2004

VIII. List of Preparers

This EA was prepared by:

Consoer Townsend Envirodyne Engineers Inc. (CTE)
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Developed with contributions by:

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- § Cheryl Nash, Senior Project Scientist – EA Manager, QC/QA - CTE
- § Brian Smith, Senior Project Manager – QC/QA, Natural Resources - CTE

Preliminary information, draft text of the EA, and personal contact contributions made prior to November 2004 provided through:

Karen Brandt
Senior Environmental Planner
EDAW Inc.
1420 Kettner Boulevard, Suite 420
San Diego, CA 92101

APPENDIX - A

Figures, Maps and/or Charts

Figure 1	..... Damaged Downtown Area North Utica
Figure 2	..... Utica Community Fire Protection District Boundaries
Table 1	..... Utica Community Fire Protection District 2003 Responses
Figure 3	..... Project Location Map
Figure 4	..... USGS Topographic Map
Figure 5	..... Location of Preferred Alternative (aerial)
Figure 6	.....Preferred Alternative Site Photos
Figure 7	.....Plat of Survey – Preferred Alternative
Figure 8	.....Utica Elevator Warehouse Location (aerial)
Figure 9	.....Elevator Warehouse Site Photos
Figure 10	.....Ground Shacking Hazards of Earthquakes (US)
Figure 11	.....Illinois Seismic Hazard (IL)
Figure 12	.....Illinois – Recent Earthquakes
Figure 13	.....Wetlands - NWI Map

APPENDIX - B

Photographs

APPENDIX - C

Regulatory and/or Resource Agency Coordination / Correspondence / Response

- § **U. S. Department of Agriculture Farmland Conversion Impact Rating, Natural Resource Conservation Service**
- § **Illinois Department of Natural Resources**
- § **U. S. Department of the Interior Fish and Wildlife Service**
- § **Illinois Historic Preservation Agency**

APPENDIX - D

Public Notices

APPENDIX - E

Communications

APPENDIX - F

List of Acronyms